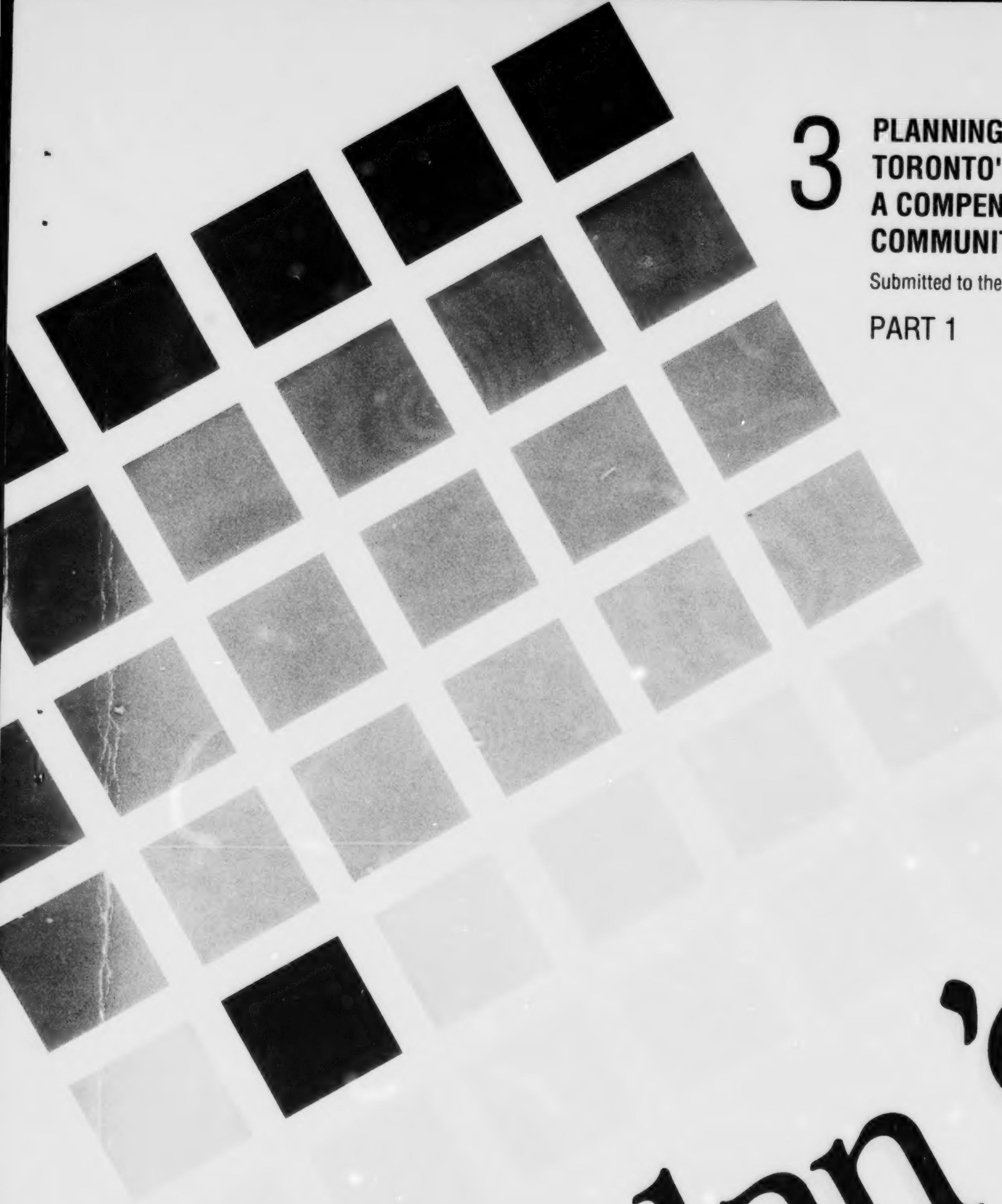

3 PLANNING TORONTO'S FUTURE: A COMPENDIUM OF COMMUNITY VIEWS

Submitted to the Cityplan '91 Task Force

PART 1

Cityplan '91

City of Toronto
Planning &
Development
Department

Robert E. Millward
Commissioner

3

PLANNING TORONTO'S FUTURE: A COMPENDIUM OF COMMUNITY VIEWS

PART 1

January 26, 1990

Submitted to the Cityplan '91
Task Force

$ 10.00

For further information please contact John Gladki, Policy and Strategic Planning Division, City of Toronto Planning and Development Department at 392-7186

City of Toronto
Planning &
Development
Department

Robert E. Millward
Commissioner

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Preface

This document represents an important step in the process known as Cityplan '91: the development of a new Official Plan for Toronto's Central Area.

What follows is not one but many visions of how this important and far-reaching Plan should evolve. The ideas, opinions and concerns expressed result mainly from written submissions. In other cases they are summaries of group discussions. The written views were solicited by the Task Force appointed by Toronto City Council to recommend directions for the new Official Plan.

The Cityplan '91 Task Force includes representatives of residents' and tenants' associations, business and labour groups, social service agencies, the development industry, the arts and larger multicultural communities, as well as environmentalists, non-profit housing providers, and City Councillors. It is largely these constituencies whose views are represented in this compendium. In addition, the Planning and Development Department has held discussions with members of multicultural communities not represented by the Task Force, religious leaders, the elderly, the disabled, and the City's homeless.

The diversity of opinion emerging from these discussions and written submissions points to opportunities for meaningful dialogue and innovative problem solving. However, it also illustrates the difficulty of building a consensus on matters relating to policy and planning.

This Compendium of Views will be before Task Force members as they prepare their Principles and Objectives Report for City Council. The public will have an opportunity to comment on this report at meetings held throughout the Central Area. In the meantime, other efforts to solicit views from people who live and work in the City will continue. These include the widespread distribution of questionnaires through mailings and multilingual displays, more meetings with special interest and focus groups, and a series of six projects that will enable Toronto's youth to speak out regarding their future.

The findings of the Task Force and the direct expressions of the public will guide City planners as they prepare proposals for the new Official Plan. This Proposals Report will also be circulated for public comment. Following the integration of this feedback, a final report will be published in mid 1991 and presented to City Council for its approval.

At the culmination of this two-year process, an unprecedented number of Torontonians will have had an opportunity to help mould an Official Plan that will meet their needs and the needs of their children.

By then, the Cityplan '91 slogan: "Your city. Your future. Make it your plan!" will have become a reality.

The Cityplan '91 Task Force membership

Social Equity Sub-committee

Councillor Liz Amer City of Toronto	392-7911
Councillor Jack Layton City of Toronto	392-7903
Peter Kole Metro Toronto Separate School Board	222-8282
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Olivia Chow (Co-chair) Toronto Board of Education	591-8065
Carole Walsh Community Resident Group – Ward 7	863-1768
Abby Bushby Planning Advisory Committee	763-5251
Stephen Chu Chinese Community & Yonge Street Mission Representative	929-9616
Margarida Pacheco Portuguese Community Representative	599-7439

Quality of Life Sub-committee

Councillor Tony O'Donohue City of Toronto	392-7012
Councillor Marilyn Churley City of Toronto	392-7914
Michael Baker Bloor Yorkville BIA	928-3544
Don Houston (Chair) Toronto Environmental Alliance	968-3412
Jim Garrard Toronto Arts Council	536-2943
Dr. Mima Kapches Toronto Historical Board	586-5727
Benny Di Zitti Community Resident Group – Ward 13	923-6901
Virginia Maclaren Toronto Recycling Action Committee	978-2974
Peter Ferguson Toronto Society of Architects	367-4141
John Buttrick Planning Advisory Committee	977-8329
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Rita Luty Board of Health Representative	592-7779

Managing Growth Sub-committee

Councillor Howard Levine City of Toronto	392-7912
Councillor Nadine Nowlan City of Toronto	392-7909
Councillor Barbara Hall City of Toronto	392-7916
Councillor Betty Disero City of Toronto	392-7011
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Julian Jacobs Downtown Business Council	596-0486
Leslie Robinson Federation of Metro Tenants Association	926-9822
Dr. David Nowlan Downtown Employment Study Team	978-4537
Keith Allen South East Industrial Action Committee	461-9432
Anne Swarbrick Metro Toronto Labour Council	441-3663
Chris Kuzik Fashion Industry Liaison Committee	363-1066
Jim Ward (Facilitator) Cityplan '91 Task Force	463-1661

Task Force Constituencies

Board of Trade

THE BOARD OF TRADE
OF METROPOLITAN TORONTO
1845

P.O. BOX 60, 1 FIRST CANADIAN PLACE, TORONTO, ONTARIO M5X 1C1 (416) 366-6811 FAX 366-4906

Executive Summary

RE: CITY OF TORONTO 1991 OFFICIAL PLAN

1. The Board of Trade of Metropolitan Toronto.

2. With over 16,000 members, The Board of Trade of Metropolitan Toronto is the largest community Board of Trade or Chamber of Commerce in North America. The Board is an independent, non-profit organization funded by the private sector. (See attached Description of The Board of Trade of Metropolitan Toronto).

3. During the preparation of this submission, The Board's Planning Committee, of approximately 15 members met with numerous representatives from the City. In addition, the committee had presentations from noted experts in the field of urban design, commercial office space and transportation. Finally, The Board's Transportation Committee of approximately 12 members and The Board's Executive and Council comprising approximately 30 members reviewed the submission. (See attached list of Member of The Council of The Board of Trade).

4. Urban Design

   i) Development of an urban design framework which is flexible, comprehensive, and realistic and would allow planners to foresee the needs of the community.

   ii) "Numbers" should not be the only test of appropriate development.

   Commercial Office Space

   i) The Board feels strongly that office development should be allowed to grow and meet private sector demands.

   ii) Less rigid regulations affecting ceilings; quicker approval process; office developments for the downtown fringe.

   Housing

   i) Promote a variety of housing types; support infill housing; streamline the planning approval process; intensification on Toronto's main streets; more mixed use developments.

ii) Greater use of the private sector in the provision of affordable housing.

Industrial Lands

i) The Board supports the retention of industrial lands.

ii) Definition of industry must be broader and updated on a regular basis.

Public Transit

i) Better connections between GO Transit and the TTC system.

ii) Expansion of Union Station, recognition of it as a major transportation node.

iii) Extend Harbourfront LRT westward, begin the Spadina LRT.

Roads

i) Extend standing/stopping and parking prohibitions; more off-street parking; better enforcement of traffic by-laws; adopt one-way street pairings; proceed with Gardiner widening, Leslie Street extension and Front Street extension/interchange.

Island Airport

i) Retain the Island Airport; support extra carriers and a new terminal building; fixed link.

THE BOARD OF TRADE
OF METROPOLITAN TORONTO
1845

P.O. BOX 60, 1 FIRST CANADIAN PLACE, TORONTO, ONTARIO M5X 1C1 (416) 366-6811 FAX 366-4906

January 18, 1990

Councillors Elizabeth Amer and Nadine Nowlan
Co-Chairs, CityPlan '91 Task Force
75 Elizabeth Street
Toronto, Ontario
M5G 1P4

Dear Councillors Amer and Nowlan:

RE: CITY OF TORONTO 1991 OFFICIAL PLAN

INTRODUCTION

Toronto is, the world over, seen as a dynamic, cosmopolitan, efficiently operated City that is fast emerging in many sectors as a world leader and model for other cities. The Board of Trade believes, that with few exceptions, that the policies contained in the 1976 Central Area Plan have greatly contributed to the development of the City and its emerging world status. We believe that the Official Plan has served the City well and, as you embark on a major review of your planning policies for the Central Area, that you build on the strengths of the 1976 Plan and develop new policies designed to lead the City into the 21st century.

The Board recognizes that the Toronto of 1990 is not the Toronto of the early 1970's. We would strongly urge you to maintain the objectives inherent in the former Plan relating to: the role of the

Financial District as the preeminent place for commerce; the preservation of stable residential neighbourhoods within the Central Area; the provision of a variety of housing opportunities in close proximity to places of employment; the provision of parks and open spaces in the Downtown; the provision of safe and convenient routes for pedestrians, and encouragement of mixed land uses to ensure that we maintain a vibrant Downtown during working and non-working hours.

The Board of Trade believes that, as you set about to prepare a new Official Plan for the City, attention be paid to the need to preserve a livable and safe City. Policies directed to achieving this objective should guide you in ensuring that Toronto maintains its status as a model City of which others around the world are deservedly envious.

As you are aware, The Board has a keen interest in ensuring that Toronto remains a desirable place to do business. The comments that follow are intended to contribute to meeting our mutual objectives for the Toronto of today and tomorrow.

URBAN DESIGN

In many ways, planning in the City has degenerated into an ad hoc system of regulation, dominated by an unhealthy focus on "numbers".

While numbers are important for the provision of basic services they should not be the ultimate test of appropriate development. The Board feels that it is particularly due to this approach that there is a coalition of city constituencies trying to encourage the planners to concentrate more on the preservation and promotion of what is popularly called "quality of life".

The Board welcomes a change in emphasis. We agree that a change in attitude would help, but we feel that an overall framework must be developed within which the varied interests could be satisfied. It must be remembered, moreover, that it is the very growth and wealth of the City that has in the past, and will in the future, enable the social fabric of the City to be protected and enhanced. Therefore, any Official Plan must as a priority balance the need for a prosperous economic environment, with the need to maintain and foster a safe, compassionate, and pleasant social environment.

The Board after considerable consultation and debate, has recognized the importance of this balance and is convinced that an overall framework is achievable. We feel that a model can be developed that not only controls the extent and type of development, as the existing Official Plan does, but goes on to incorporate the ideals inherent in the "quality of life" issues. We found that many of these goals can easily be given expression in physical terms such as; angles of view; park land; pedestrian flow and protection; transportation, and parking.

The realization that eventually most, if not all of the "quality of life" issues are ultimately tied into the very nature, the physical form, and the contextual relationship of any development, led us to a seemingly simple, but all encompassing, discovery.

An urban design framework, diligently designed, flexible, comprehensive, and realistic, would allow planners to foresee the needs of the community, and could, for instance, plan for the protection of pedestrian flow, realistically projected transportation needs, and assess the impact to the City's own goals.

COMMERCIAL OFFICE SPACE

The Board believes that figures and numbers associated with total office space can be augmented with an assessment on the wider impact of any one project. The Board feels strongly that office development should be allowed to grow and meet private sector demands. Downtown Toronto is not overbuilt. In fact, it can be argued that there exists a shortage of "Class A" office space in the Central Core. More choice is required. In order to attain a more flexible office space policy The Board supports the following:

- Less rigid regulations affecting density ceilings. The Official Plan should be flexible, and incorporate the already discussed urban design framework.

- Quicker approval process. It now takes approximately 3-5 years for a project to be built, such a time span, wastes valuable time and resources.

- Deconcentration. The Board supports the policy of deconcentration to suburban subcentres, but believes the financial core should remain the preeminent place for commerce. Decisions should lay with market forces, which is already occurring.

- Encourage office developments on the downtown fringe. For company support groups, such as data centres, the downtown fringe offers a competitive alternative to suburban locations.

Finally, The Board would strongly oppose any City or Metro initiative to include yet a further tax on commercial property at a future date. The commercial sector is already, through the Commercial Concentration Levy and the recently adopted Metro-wide reassessment, facing unfair and burdensome taxation.

HOUSING

We fully believe that the housing provisions contained in the 1976 Central Area Plan have helped to create a dynamic and growing Downtown. Downtown housing not only affords the opportunity for more people to live in the dynamic Central Core and to live closer to their work, it also means a reduction in overall commuting in the Metro area. According to studies by Professor David Nowlan at the University of Toronto, every housing unit constructed results in 1.2 less commuters entering the Central Core. For the above mentioned reasons The Board proposes the following positions be included in the Official Plan:

- Promote a variety of housing types. Zoning should be flexible to permit diversity in housing stocks.

- Acknowledge the advantages of basement apartments, utilizing existing housing stocks.

- Support infill housing. The City must be proactive in promoting the benefits of such a policy and make provisions for the necessary services and facilities.

- Streamline the planning approval process. The approval period must be significantly reduced in order to allow developers to put emphasis on quality rather than lengthy approval processes.

- Intensification on Toronto's main streets. Recent proposals for housing units along Toronto's major arterial roads, including those in the Central Core should be encouraged, adding to the City's diversity of housing stock and encouraging streetscape vitality.

- More mixed use developments. To its credit, Toronto has been a leader in this area among North American cities, adding to the vitality of retail strips along our major arterial roads. Mixed-use developments should be continued to be encouraged in the Official Plan.

Finally, The Board supports affordable housing and the need to avoid ghettoization. However, such undertakings would be more successful if the private sector were involved. The Board restates its position that if rent controls were removed, market forces could meet perceived needs. Even with our present system, in which CityHome is increasingly called upon to provide more affordable units, we still have an affordability crisis. Instead, the private sector must be consulted and included in any City housing policy.

The proposals for housing intensification along the City's arterial roads affords an opportunity for closer relations between the public and private sectors.

INDUSTRIAL LANDS

As we stated in our letter to the City of Toronto's Land Use Committee dated November 16, 1989, The Board supports the retention of industrial lands in the City, particularly in the Port area. We endorsed the recommended impact study on industrial areas before decisions for rezoning are made but stated, "The Board supports such a process, but suggests that if no apparent demand for industry exists, even with a broad definition of industry, that market forces prevail and other uses be permitted."

The Board clearly stated its desire that the definition of industry be broader "to account for the ever changing character of industry and new emerging industries". The definition of industry should be reviewed and updated on a regular basis, perhaps yearly, to take into account new, non-traditional, industries. Clearly, employment patterns for the City, and indeed the country are changing, traditional manufacturing, blue-collar jobs are being replaced by other emerging sectors such as broadcasting, film and recording studios, as well as service related industries. The City's 1991 Official Plan must recognize this flexibility, particularly as we enter a new decade and a new century. Many of the industries of today will not be the industries of tomorrow.

PUBLIC TRANSIT

The Board is a strong advocate of the need to improve our road system, however, we also endorse a balanced approach to transportation planning in which public transit plays an important role. Indeed, The Board supports transit initiatives in the Central Core, where density levels make it practical. Our concern is always that any new project be cost effective.

GO Transit

The Board is a supporter of GO Transit and welcomes the Province's many initiatives. We especially favour measures to better integrate the GO and TTC systems.

- There exists the possibility that connections between GO stations and subways stations can be constructed. Such connections are possible between Broadview or Castle Frank stations, on the Richmond Hill GO line, between Dundas West station on the Georgetown and Milton lines, where studies are currently being undertaken, and between Main Street station on the Lakeshore East line.

- Expansion of Union Station. The connections noted above could relieve some of the pressure currently being experienced at Union Station which has become extremely crowded due to the success of the GO Transit system. The 1991 Official Plan should recognize the regional nature of public transit, with Union Station emerging as a major transportation node for the City and indeed the region.

LRT

The Board of Trade believes that Light Rail Rapid Transit (LRT) offers an effective and cheaper way of moving large groups of people in the Central Core. The Board supports the following measures related to LRT planning in the Central Core.

- The Harbourfront LRT line, scheduled to open this spring, should be extended westward at least to the Exhibition grounds. The Board also endorses the proposed Spadina LRT line which will provide improved service to the busy Spadina corridor at a fraction of the cost of a subway. Again, connections between the Spadina LRT line and the Harbourfront line as well as existing streetcar lines and subway stations should be maximized.

- The City should promote a policy of regularly extending and improving transit lines. Emphasis should also be placed on redeveloping bus and subway transfer points as further development nodes. Again a positive urban design framework can help in the creation of these nodes.

ROAD TRANSPORTATION

The Board believes strongly that while public transit is important to moving commuters into and out of the Central Core, that the roadway system is equally as important. There are several measures that can be taken to improve, and make more efficient, our existing road system. These are some measures to improve traffic flow in the Central Core:

- Extend stopping/standing and parking prohibitions on arterial roads.

- Provide more off-street parking, by encouraging developers to provide parking in excess of minimal standards. While promoting public transit, it is foolhardy to allow conversions of large office buildings with no provision for parking.

- Urge retrofitting of older buildings for off-street loading and examine the possibility of off peak hours for loading, as well as shared facilities.

- Better enforcement, including a special parking unit, of traffic by-laws and an end to discrimination of vehicles.
- Adopt one-way street pairings, one north-south (Yonge Street and Bay Street) and one east-west (Wellington Street and Front Street) to increase capacity.
- Proceed as quickly as possible with the Front Street interchange/extension, the Gardiner widening and
- With the Leslie Street extension

On this last point The Board wishes to express its concern at the decision of the City to set aside a fund of $1 million to fight the Leslie Street extension. Such action is further evidence of the taxpayers money being wasted. If $1 million were applied to simple technical improvements and better enforcement measures we would witness noticeable traffic improvements in our Central Core.

ISLAND AIRPORT

The Board has consistently supported the retention of the Island Airport as a separate generator of business traffic. We fully support the recent decision by the Toronto Harbour Commissioners (THC) to permit extra carriers and construction of a new terminal building. The Board also supports a fixed link to the airport and a possible connection between a spur line of the Harbourfront LRT and the airport. As Toronto enters the next century it is critical that we offer a competitive and efficient transportation infrastructure. A regional system of airports is an important part of that system.

CONCLUSION

Over the course of the last fifteen years, since the City's last major redraft of its Official Plan, Toronto has changed enormously. The 1976 Central Area Plan as we stated earlier, despite some flaws, has served the City's Central Core well. We have witnessed an increase in population, the advent of mixed use development and major office space developments. The Board believes we have changed for the better.

However, in order to continue this positive process of change the City needs to address the issues raised in this initial submission. Toronto requires additional housing in its Central Core, broader definitions of industrial land uses, more flexible office space ceilings, better connections between GO Transit and the TTC system all under an urban design framework. The adoption of such policies, The Board believes, will mean a healthier more prosperous future for Toronto's Central Core.

The Board awaits the publishing of further reports by the City. We will, at that time, provide comments on the issues identified. In the interim, The Board remains open, at any time, to discuss the comments contained in this initial submission.

Respectfully submitted,

Gordon Riehl

Gordon W. Riehl, FCA, FCMA
President

Jerry Coll

Jerry Collins
General Manager

cc. Mayor Arthur C. Eggleton, City of Toronto
Robert E. Millward, Commissioner of Planning, City of Toronto
John Gladki, Acting Director Policy and Strategic Planning, City of Toronto Planning Department
Robert Doty, Metro Toronto Board of Trade Representative, CityPlan '91 Task Force

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Downtown Business Council

1. Name of organization/community represented on Task Force.
   Downtown Business Council

2. Profile of constituency represented.
   People who work, have a vested interest in or care about downtown Toronto.

3. a) Type/number of meetings/contacts made.
      A dozen meetings of our Land Use and Transportation Committee and of our Executive Committee.

   b) Format of meetings.
      Group meetings

   c) Number of people involved.
      Land Use and Transportation Committee: 6-10
      Executive Committee: 15-20

   d) Surveys and responses to questionnaires (if applicable)
      NA

4. Summary of issues identified and proposals made.
   See our Policy Paper

5. Suggested directions for future outreach.
   To contact all our members directly.

PLANNING DOWNTOWN TORONTO:

RECOMMENDED POLICIES AND PROJECTS

- Introduction and Summary
- Housing
- Commercial Development
- Industrial Development
- The Natural Environment
- Public Transit
- Roads

A Position Paper submitted to
The City of Toronto
and
The Municipality of Metropolitan Toronto
by
The Downtown Business Council Toronto Inc.

Fifth Draft
October 30, 1989

INTRODUCTION AND SUMMARY

This position paper summarizes the ideas and priorities of the Downtown Business Council Toronto Inc. as they apply to the Central Area of the City of Toronto and the City's formulation of a new Official Plan.

First and foremost, we emphatically state that we believe in Toronto's downtown area!

We take pride, as do the vast majority of Torontonians, in the vibrancy, productivity, cleanliness and safety that characterizes our City's downtown area -- and gives Toronto a "uniqueness" in North America as a major city that still works.

The downtown area of Toronto is the economic engine of Canada, as well as that of our Province and Metropolitan Region. It is home to some 200,000 people and 40,000 businesses employing about 400,000.

We believe we are at a crossroads in our evolution as a great city and, to be sure, the 1990's will see pressure continuing to build on a number of different fronts:

- from business - for office and retail accommodation
- from city dwellers - for a broad range of housing, from affordable to luxury
- from white and blue collar workers - for improved transportation into and out of the Central Area

- from our citizens in general - for improved quality of life through expanded green space and high quality urban design

Overall, we believe there must exist in the 1990's an interdependence of social and community issues on the one hand and the economic health of our city on the other. Simply stated, the wealth of the city provides the tax base which enables governments to finance the public facilities and social programs that are vitally important to all citizens. We suggest that a major objective of the new official plan should be to provide the environment within which this interdependence can be readily balanced. Several of the initiatives supported by the Downtown Business Council are described in the following pages. The point-form summary set out immediately below is intended to convey the essence of our position.

1) Design the City of Toronto for trees.

2) Control built form, stressing control of the height of structures, as opposed to density.

3) Make use of and incrementally improve those elements of the infrastructure (within the City and across Metro) that have the potential to keep providing cost effective service.

4) Stop the "Los Angelization" of the Greater Toronto Area, allowing for more diversification and intensification of the Central Area, which in turn will mean a more vibrant, safer inner city. Specifically, promote the sale of air rights as part of the

solution to the housing affordability crisis.

5) Set clear, specific, fair, firm and consistent development rules.

6) Create linear park systems limited to public/recreational facilities, tied into the Toronto Islands and waterfront.

7) Provide a "One Seat Ride" from/to the four existing subway system extremities and the Central Area, and provide a "third leg" for the Central Area part of the system, by:

   i) Extending the Spadina subway south to Front Street and Union Station, and

   ii) reintroducing revenue service through the existing Bloor-Danforth-University "Y" junction.

8) Renovate/expand Union Station and its immediate surroundings, with a view to realizing its maximum potential as a transportation centre.

9) Extend the Harbourfront LRT west of Spadina Avenue and east of Bay Street. Link it with existing streetcar trackage at several points, to permit a variety of routes to include all or part of the new waterfront line.

10) Traffic congestion on Central Area roads must always be both a City and Metro planning priority in order to maintain the business services necessary to support the downtown job market, a high level of emergency vehicle response, and provide effective bus and streetcar local and feeder services.

HOUSING

Housing is a key ingredient in "the city that works".

Greater intensification of housing units of all types (non-profit through luxury) should be encouraged. The Central area should be neither a ghetto for the poor nor a haven for the affluent.

A diverse mix of people downtown will culturally enrich the city. The City should permit density increases in order to encourage the development of additional residential units in the Central Area. This in turn would result in a richer mix of land uses and more moderately priced housing for those who work downtown, and therefore a more vibrant and safer downtown area, day and night.

Particular emphasis should be placed upon increasing densities on properties close to subway stations, not only in the Central Area, but throughout Metropolitan Toronto. Also, medium-density mixed-use developments should be encouraged by offering additional density bonuses.

Projects that incorporate a non-profit housing component should also get additional density bonuses. Increased densities should be allowed on main streets exclusively for providing assisted or affordable housing.

The Downtown Business Council supports the rezoning of industrial land to a mix of office/commercial and residential use. This matter is further discussed under INDUSTRIAL DEVELOPMENT.

The Downtown Business Council supports the curbing of urban sprawl. Since there are no natural boundaries which restrict this sprawl (i.e., as on the island of Montreal), we must impose greater densities upon ourselves. Such intensification will:

1) reduce travel distances and costs;
2) make better use of our existing support service network, i.e. sewers, libraries, roads, public transit facilities, schools, hospitals, etc; and
3) reduce our "consumption" of good farmland, a non-renewable and limited resource.

This intensification can be accomplished by taking successful urban prototypes and applying them in parts of the City of Toronto (eg. along major arterial roads) as well as in selected suburban areas (e.g., the designated subcentres and other locations well served by public transit). It is critical to stop the "Los Angelization" of Toronto. To this end, the Downtown Business Council strongly supports current initiatives to raise the population of Metropolitan Toronto to at least 2.5 million during the next 20 years. In particular, we support the "main streets redevelopment concept" put forward by Metro Councillor Richard Gilbert. This would see the building of new structures containing ground level retail/service outlets with four or five levels of residential units above many of Toronto's existing "retail strip" frontages on principal streets such as Bloor-Danforth, College, Dundas and Queen. We understand that this concept is now being seriously studied by the City with the aid of consultants, with a view to assessing its economic, social and architectural viability, and how potential problems relating to increased parking demand and access requirements might be mitigated. We support this initiative, and trust that the Downtown Business Council will be afforded opportunities to review and comment upon the results of the study.

Keeping in mind that the social network is supported by the city's wealth, the Downtown Business Council supports density transfers and historical and civic benefit-related density bonuses within the financial district and the Railway Lands, relating particularly to those area(s) where the City and Metro desire affordable housing to be built. To mention a case in point, the Downtown Business Council endorses and supports the efforts of the Toronto Home Builders' Association in their current Mississauga intensification demonstration project. Although the project is in Peel Region, the lessons learned will be of value to Metro Toronto in general and to the City of Toronto in particular.

In terms of addressing the lack of affordable **rental** housing in the City, the Downtown Business Council strongly supports the relaxation and eventual removal of rent controls, in order to give the private sector incentive to build rental housing stock in a variety of forms.

COMMERCIAL DEVELOPMENT

The Downtown Business Council contends that the general effect of both the City of Toronto's **Central Area Plan** and **Metroplan** has been not merely to prevent "overbuilding" but also to impede desirable commercial growth in the Central Area. The key objective of development policy should be to encourage responsible development to meet private sector demand, in accordance with the ability of the City's and Metro's infrastructure (transportation, piped services, etc.) to support such development.

- Clear and consistent regulations governing the amount and type of development in particular areas are essential. Unfortunately, the 1976 Official Plan has been so extensively compromised in practice, that much of its value today as an effective mechanism to control development is reduced. Other mechanisms, such as Section 36, have been used extensively in lieu of an O.P. which can be adhered to. Effects of the lack of consistency have become totally unacceptable to both the development industry and the general public.

  The new O.P. must be so comprehensively and completely devised as to be an effective and self-sufficient mechanism for development control. The municipality must subsequently enforce its use in reference to specific development applications and area plans.

- The City's and Metro's current support of a policy of "decentralization" should be questioned and subjected to rigorous and comprehensive review by urban planners and economists having both local and continental (or even world wide) experience. The subcentres and downtown

Toronto will continue to develop on their own in response to private sector demands. However, we do not think it would be prudent to redirect infrastructure funding disproportionately from downtown Toronto to the metropolitan subcentres, where less net benefit per dollar spent in terms of meeting travel and other demands is likely to be achieved. For example, we are strongly of the opinion that heavy investment in, say, fixed rail transit infrastructure is justified only in high density (5-plus FSI) corridors which already exist, or where there is clear evidence that such densities are likely to be economically feasible and/or politically acceptable. Downtown Toronto and some of its key approach corridors appears to represent the most appropriate targets for near term investment in "heavy transit" infrastructure.

- Pedestrian movement should be encouraged throughout downtown Toronto's commercial and mixed-use districts by enhancing the convenience and comfort of both the at-grade and below-grade networks. Both weather-protected at-grade facilities (e.g. sheltered sidewalks and mid-block walkways) and expansion/improvement of the underground system should be supported.

  With particular reference to the expanding underground pedestrian concourse system in the financial district, the Downtown Business Council supports the development and early implementation of a system of coordinated signage and mapping, in order to allow the concourses to function as a natural extension of downtown Toronto's circulation system. This would serve to attract tourists as well as additional regular users, and thus optimize the system's functional and financial potential.

INDUSTRIAL DEVELOPMENT

Without affecting any extant industries, the use of extensive "fallow" or grossly underutilized industrially zoned property (located mostly between Queen Street and the waterfront) must be reevaluated. This area has great potential to become a vibrant, mixed use district, while providing space for many service-related non-industrial enterprises which must be close to the financial district. Many of these are now unable to secure reasonably priced and appropriately located space because of restricted zoning and other reasons. Such enterprises include:

- charitable institutions and social agencies;
- "back office" divisions of large financial institutions and other Central Area firms;
- businesses providing support services to the financial district such as customs brokers, small leasing companies, renovation and maintenance firms; and,
- "start-up" businesses such as the fledgling insurance agency and the new law or architectural firm.

The natural propensity of most space-intensive industries is to seek locations in the outer suburbs where they can occupy efficient, single-storey facilities better served by new, high-capacity roads. Environmental concerns notwithstanding, it is clear that the movement of goods is now and very likely will continue to be accommodated largely by truck, rather than by rail. Therefore, it appears that the desire to maintain a traditional industrial base within the most heavily built-up parts of the City of Toronto goes against long-term metropolitan development and growth trends.

Congestion is only one of the reasons for the migration of industry to the outer suburbs in large, dynamic metropolitan areas such as Toronto. The high cost of housing in Metro and in its fringe areas is an increasingly important factor which is driving both domiciles and industrial (as well as "back office" commercial) jobs to the outer reaches of the urban area. Also, for the majority of manufacturers, maintaining a central location is neither financially attractive nor necessary in terms of ensuring business continuity. It is also worth noting that retail distribution patterns are changing, and that even more dramatic changes are imminent. These are likely to include the emergence of significant vacancies in the retail sector.

Finally, acceptance of current trends in industry migration would allow older industrial and quasi-industrial buildings to be renovated more creatively and offered for reuse more quickly than at present; i.e., more varied reuse options would be possible, including, say, structures which might provide both housing and work/studio space for artists and craftspersons.

In summary, a wider definition of industrial zoning is only part of the solution. Indeed, the Downtown Business Council suggests that the designation "industrial" be replaced by a new name embracing a divers range of incipient urban land use and built form possibilities, while protecting those industries and services which are essential to the efficient functioning of primary central area business enterprises.

Diversity fosters interaction -- the cross-cultivation of ideas and initiatives -- and therefore, urban vitality and efficiency.

THE NATURAL ENVIRONMENT

Every notable city possesses at least one major landscape element within or close to its core. Such examples as Parc Mont Royal in Montreal, Central Park in Manhattan, Stanley Park in Vancouver, Chepultepec Park in Mexico City, the Seine and its banks in Paris, the four Royal Parks in London, and Grant Park in Chicago come to mind. One's perceptions of these cities would be radically altered without these elements. The Downtown Business Council believes that Toronto needs an equivalent "natural" element.

Several promising opportunities exist for the development of multi-use recreational spaces in the form of linear parks. The two possibilities described briefly below would integrate well with the City's grid of roads and transit lines, and would themselves accommodate ceremonial and recreational movement.

- The Metropolitan Toronto waterfront should be developed into a continuous series of land/water linear parks. Within that area designated the central waterfront, no new private-use buildings (other than the so-called Harbourfront "pipeline" projects) should be permitted south of Queen's Quay. While low- and medium-rise housing may be permitted on the north side of Queen's Quay, only public cultural, recreational and park structures should be permitted -- under strict design guidelines -- on the waterpark side of the avenue.

- The Lower Don River Valley should be redeveloped as a recreational ravine system, including as its primary element an environmentally clean waterway extending north-south between the heavily populated upper reaches of the watershed to a new outlet to Lake Ontario. The valley system should provide a broad range of active and passive all-seasons amenities and attractions.

These proposals favour the primacy of the pedestrian and cyclist over the automobile, underlining the former's symbiosis with the natural environment.

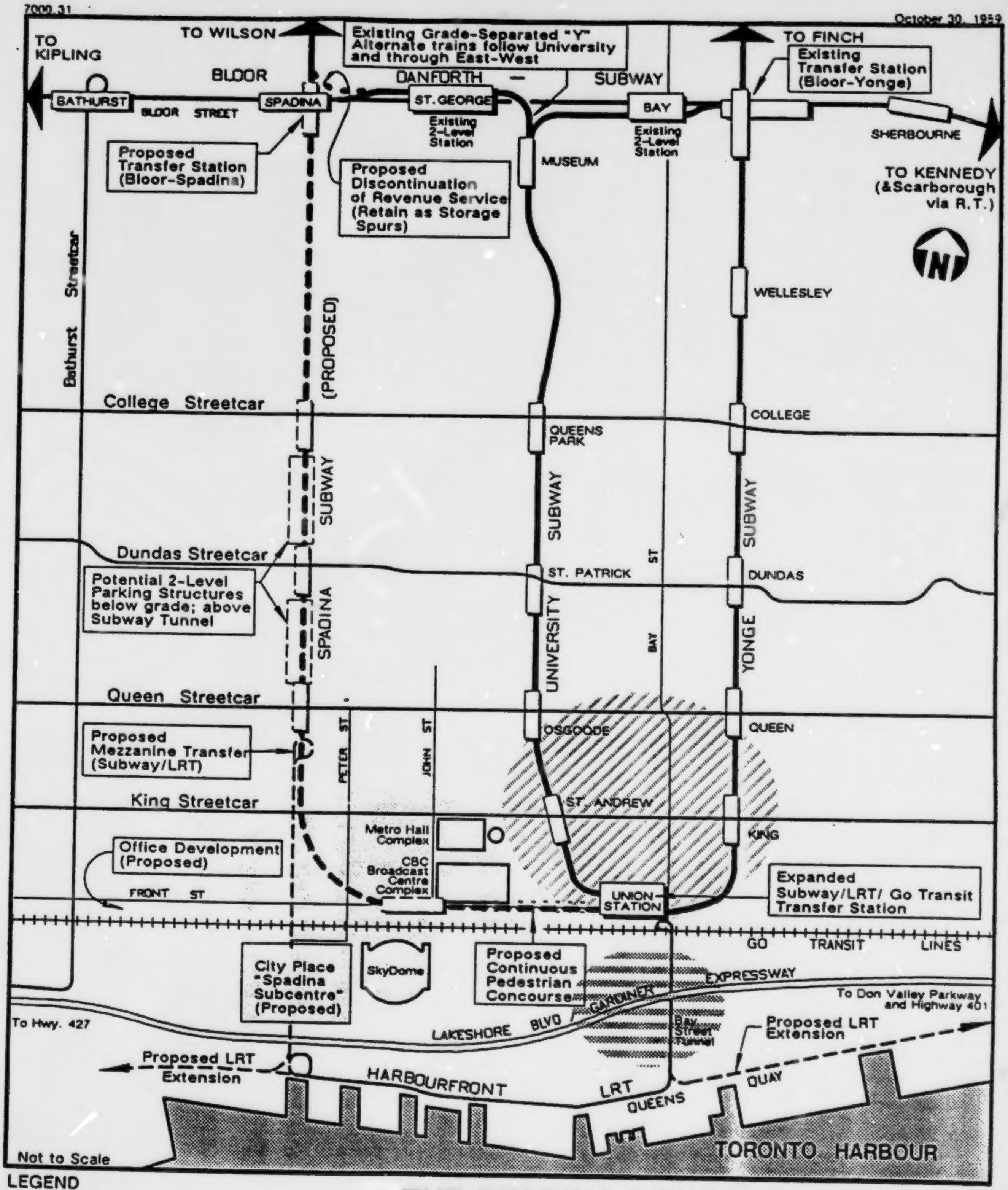
PUBLIC TRANSIT

i) The Subway System (Refer to Figure 1)

- The Downtown Business Council supports the extension of the Spadina subway line south of Bloor Street beneath Spadina Avenue to Front street, then east along Front to Union Station and a connection with the Yonge subway.

- In concert with this, revenue operation on the existing grade separated Y connection between the Bloor-Danforth and University subways should be reinitiated. This would allow alternate Bloor-Danforth trains to operate on the University line between Union Station and either Kipling or Kennedy, while the other Bloor-Danforth trains would continue to operate east-west between Kipling and Kennedy. This would provide a "one seat ride" between each of the four extremities of the subway system and the financial district.

- This configuration would also provide a "third leg" for the downtown part of the subway system, thus affording long term capacity reserves. In particular, the new operation would significantly reduce the volume of transferring passengers at the Yonge/Bloor interchange station, widely acknowledged to be the operational "Achilles' Heel" of the entire system.


TO KIPLING
TO WILSON
Existing Grade-Separated "Y" Alternate trains follow University and through East-West
TO FINCH
Existing Transfer Station (Bloor-Yonge)
BLOOR
DANFORTH
SUBWAY
BATHURST
BLOOR STREET
SPADINA
ST. GEORGE
Existing 2-Level Station
BAY
Existing 2-Level Station
SHERBOURNE
TO KENNEDY (&Scarborough via R.T.)
Proposed Transfer Station (Bloor-Spadina)
Proposed Discontinuation of Revenue Service (Retain as Storage Spurs)
MUSEUM
N
Bathurst Streetcar
(PROPOSED)
WELLESLEY
College Streetcar
COLLEGE
QUEENS PARK
SPADINA SUBWAY
UNIVERSITY SUBWAY
YONGE SUBWAY
BAY ST
Dundas Streetcar
ST. PATRICK
DUNDAS
Potential 2-Level Parking Structures below grade; above Subway Tunnel
Queen Streetcar
OSGOODE
QUEEN
Proposed Mezzanine Transfer (Subway/LRT)
PETER ST
JOHN ST
King Streetcar
ST. ANDREW
KING
Metro Hall Complex
CBC Broadcast Centre Complex
Office Development (Proposed)
FRONT ST
UNION STATION
Expanded Subway/LRT/ Go Transit Transfer Station
GO TRANSIT LINES
City Place "Spadina Subcentre" (Proposed)
SkyDome
Proposed Continuous Pedestrian Concourse
GARDINER EXPRESSWAY
To Don Valley Parkway and Highway 401
To Hwy. 427
LAKESHORE BLVD
Bay Street Tunnel
Proposed LRT Extension
Proposed LRT Extension
HARBOURFRONT LRT
QUEENS QUAY
TORONTO HARBOUR
Not to Scale

LEGEND

SUBWAY
- Existing
- Proposed

STREETCAR/LRT
- Existing
- Proposed

▨ Financial District
☐ "West Core"/ City Place
▩ "South Town"/ World Trade Centre/ Waterpark Place

THE SPADINA DOWNTOWN SUBWAY
Implications for Service and Operations

Downtown Business Council
Toronto Inc.

Figure 1

- The expanded subway station at Union should have four tracks and three platforms (plans for such a configuration were developed by the Toronto Transit Commission nearly 15 years ago), to allow for both continuous Spadina-Yonge "loop" service and University Avenue terminating trains. Occupancy of part of the existing "moat" would be required for an expanded station control and pedestrian circulation area.

- A new station should be provided on the Front Street section of the Spadina subway extension in the vicinity of John Street. This would serve SkyDome, the Metro Toronto Convention Centre, the C.B.C. Broadcast Centre, the proposed Metro Toronto Administrative Centre, the commercial core of CN Realty's CityPlace, and many other significant developments now occurring -- and about to occur -- in the "west core" area.

- This concept may well enable the TTC to abandon current plans to rebuild the Yonge line level of the Bloor-Yonge station -- a very costly and potentially disruptive undertaking. Clearly, the minor improvements just completed at that station (direct link between Bloor subway platform and street level; "opening up" the platform level connections between the Yonge line platforms and the interchange mezzanine) have been needed for years, and plans for a new signal system to allow for more frequent operation of trains (and, thus, the achievement of higher passenger capacity) should certainly proceed. However, the Downtown Business Council respectfully contends that the system rationalization concept outlined above should be rigorously analyzed before making a decision to totally rebuild the Bloor-Yonge station. Key questions are: "Would a "third leg" added to the Central Area portion of the subway network

make more sense over the long term than attempts to increase the capacity of just one line? Would costs differ significantly, and would service disruption during construction be less onerous?"

ii) **Light Rail Transit (LRT)**

- The Downtown Business Council supports the early extension of Harbourfront LRT service north via Spadina Avenue and, via King Street or Adelaide Street, into the financial district to form a partial loop service linking Harbourfront and the SkyDome precinct with three subway stations; **Union, St. Andrew** and **King.** Tracks are being laid on the widened section of Spadina Avenue now under construction between Lakeshore Boulevard and Front Street, and north on Spadina to King Street, initially to permit streetcars to be put into and taken out of Harbourfront service. This new trackage should be put into **revenue service** as well, as soon as possible.

- Later, the Spadina subway extension described in: i) above would make it possible to discontinue Spadina - Adelaide - King "loop" streetcar service. Rather, the "Spadina branch" of the Harbourfront LRT would simply loop (perhaps underground, as at Union Station) adjacent the mezzanine control area of the first station north of Front Street on the extended Spadina subway (Refer to Figure 1).

- The Downtown Business Council supports the extension of the Harbourfront LRT both to the west and to the east, so that it could provide efficient, intermediate capacity public transit service within the rapidly developing waterfront corridor.

- Eventually, a western extension could reach existing trackage on Dufferin Street and Queen Street/Queensway, setting the stage for the operation of "through service" between Toronto's central core and Etobicoke's Lakeshore district and the proposed Seaquarium.

- An eastern extension could serve the East Bayfront and the proposed Ataratiri community, and eventually, could be linked with existing trackage on Queen Street and Kingston Road in the Eastern Beach district.

iii) GO Transit

There is growing demand for expansion of GO Transit rail service into downtown Toronto, and eventually perhaps into the midtown area, where a convenient transfer station could be developed at Shaftsbury Avenue and Yonge Street as part of Marathon Realty's proposed redevelopment of their holdings.

The Downtown Business Council strongly endorses the Province of Ontario's stated initiatives relating to the improvement of GO Transit service, and indeed, supports an accelerated programme of improvements including the expansion of commuter parking supply at outlying stations, reduced headways between trains where feasible, significantly expanded passenger handling facilities at Union Station, and the progressive separation of GO rail alignments from general trackage, as exemplified by the recently inaugurated Pickering-Whitby extension of service.

Eventual electrification of exclusive GO Transit alignments should be a stated goal of the Province. Only with electrification will the short headways (five-ten minutes) and high quality performance (e.g., rapid acceleration) needed to significantly increase carrying capacity be achievable.

iv) Union Station

The Downtown Business Council strongly supports the renovation and expansion of pedestrian circulation facilities at Union Station, in order to allow this magnificent structure's multi-modal transportation potential to be realized. This would involve an expanded subway station (at track and mezzanine levels) to handle increased modal interchange and pedestrian "pass-through" volumes, as well as significantly enhanced pedestrian facilities oriented both east-west and north-south through the station complex.

v) Island Airport

The Island Airport has the potential to be increasingly convenient for the business traveller making day trips between Toronto and several large Canadian and U.S. cities within an 800 kilometre radius. However, this would require the Island Airport to provide high levels of service, convenience and reliability, all three noticeably missing from current operations. Service is inadequate, connections to mainland transportation facilities are poor, scheduling is undependable, and passenger facilities at the airport are antiquated and uncomfortable. The

Downtown Business Council supports limited upgrading of the Island Airport, which would allow it to offer more reliable, higher capacity service. This upgrading could include a modern terminal building on the mainland, enhanced access provisions on the mainland, and a pedestrian and luggage conveyor tunnel beneath the Western Gap. This would allow "The Island" park system to remain free from all but emergency motor vehicles indefinitely.

ROADS

While the Downtown Business Council recognizes and supports the City of Toronto's and Metro's encouragement of travel into and out of Toronto's Central Area by public transit rather than by automobile, the need to implement selected road system improvements and extensions must not be overlooked. An efficient road system is indispensable if courier and truck services -- which are vitally needed to support the full range of downtown Toronto's economic and social activities --- are to be accommodated. Also, increasingly congested roads could lengthen the average response time of emergency vehicles, with potentially serious implications.

The efficiency and attractiveness of public transit service also depend upon the capacity and continuity of the road system. While grade separated subway and GO trains provide the most heavily used "trunk" transit services, the importance of streetcar and bus routes, which are almost invariably confined to the road system, and which provide essential "feeder" and local circulation functions, must not be minimized.

- The Council supports the Front Street West extension and the widening of the Gardiner Expressway to the Humber River.

- The Council supports the Leslie Street extension, including the widening of Bayview Avenue south of the Bayview/Leslie junction, and the related improvement of links between the Don Valley Parkway/Bayview corridor and downtown Toronto.

- The Council supports the rationalization of ramps within the Gardiner-Lakeshore corridor as outlined in studies commissioned by the City of Toronto.

- Within the Central Core, the Downtown Business Council's priorities for improving vehicular traffic movement include: the introduction of one way streets where feasible (e.g. Front and Wellington Streets between Church Street and Spadina Avenue), limitation of left turns on two way streets which are not wide enough to accommodate turn lanes; maximization of police efforts to eliminate illegal street parking; and provision of delivery/taxi pick-up and drop-off zones, both on-street and (preferably) off-street.

- The Downtown Business Council supports the use of existing transportation and utility alignments such as railroad and H.E.P.C. rights-of-way to extend major arterial roads into the Toronto Central Area (e.g., Black Creek Drive).

- The Downtown Business Council supports the extension of the city's rectilinear street network through the Railway Lands and Harbourfront to the waterfront.

- The Downtown Business Council supports the aesthetic and operational improvements of the Gardiner-Lakeshore Corridor outlined in the Civic Design Study recently prepared by du Toit Allsopp Hillier et al.

- The Downtown Business Council has misgivings concerning recently tabled proposals to replace the central elevated section of the Gardiner Expressway with a below grade alignment. (The

Teron/"Four-Guys-Off-The-Wall" concept involving a subaqueous route following the existing quay headwalls, and the concept involving a below grade alignment beneath an expanded Lakeshore Boulevard developed during the course of the recent "Waterfront Charrete"). The economics of such concepts are daunting and uncertain, to say the least, and the environmental impact of interchange ramps required to link the Teron/FGOTW alignment to downtown Toronto are serious concerns. Moreover -- and perhaps most worrisome -- the cost and disruption entailed in implementing either of these concepts would merely eliminate what is, in our opinion, the less formidable and unsightly of the two parallel east-west barriers which separate downtown Toronto from the waterfront; i.e., the railway viaduct and its lengthy, noisy underpasses would remain.

The Federation of Metro Toronto Tenants' Association

1. Name of Organization

   Federation of Metro Tenants Association

2. Profile of Constituency Represented

   FMTA represents tenants of private public and non-profit housing in Metro Toronto. The Federation's membership consists primarily of organized tenants' associations, but also of individual tenants and non-voting organizational and other supporters.

3. Type/Number of meetings/Contracts Made

   Full Board of Directors of Federation - two meetings

4. Number of People involved

   FMTA Board - 23 people

   Law Reform Committee - 8 people

   Metro Tenants' Legal services - 6 people

5. Summary of Issues

   The primary objective of the views of the Federation of Metro Tenants Associations is to ensure that everyone in Toronto has affordable, appropriate and quality housing. The Federation takes a three part approach to the above objective.

   (a) Provision of affordable housing by the non-profit (including government) sector;

   (b) regulation of the private sector; and

   (c) involvement of tenant residents in general and local planning issues.

Components addressed by the Federations views include: monitoring and measuring housing need; zoning and land supply; quality housing environment; preservation of structure and affordability of existing housing stock, and; consultation on the design of the housing and services to be provided with those who are likely to live in housing not yet built, or their representative groups.

Federation of Metro Tenants' Associations December 6, 1989

Compendium of View Report to City of Toronto Department of Planning and Development - Cityplan 91 Task Force

Housing Issues: Managing Growth

The City of Toronto will manage growth in order to:

1. Ensure that every person in Toronto has access to housing as defined by the United Nations.

Note: Canada is a party to the Universal Declaration of Human Rights adopted by the United Nations. This Declaration states:

> "Everyone has the right to a standard of living adequate for health and well-being...including food, clothing, housing and medical care and necessary social services..."

The United Nations defines 'housing' as:

> "...a real home - one which provides protection from the elements; has access to safe water and sanitation; provides for secure tenure and personal safety; is within easy reach of centres for employment, education and health care, and is at a cost which people and society can afford."

This requires:
Monitoring:

- a need monitoring mechanism which measures and projects demographic information and measures unmet need; this will require a method of measuring numbers of homeless and doubled-up people not counted by census methods
- a mechanism to project future housing needs based on projections for future jobs and pay levels of those jobs

Zoning and land supply:

- inclusionary zoning -- based on affordability, size, population sub-groups
- surplus land owned by the City or its agencies ought to be made available first for non-profit housing
- housing for low income residents ought to have access first to all municipal land
- the City ought to use its power to expropriate unused land or vacant buildings to use for housing at a time of housing crisis

Quality housing environment:

- provision of services -- wheelchair access, child care, transportation, education, etc.
- mechanism to ensure that employment opportunities exist at pay levels adequate to afford the housing available.
- buildings and design which can accomodate for future changes in households, community and neighbourhoods

2. Focus first on housing for those most desperately in need.

This requires:
- resources to develop proposals for affordable housing
- integrating housing for homeless and poorly housed into existing neighbourhoods and communities.
- priority from the City in processing proposals which can demonstrate that they meet unmet needs for housing

3. Preserve and enhance the structure and affordability of existing housing stock.

This requires:
- an inventory of existing stock
- technical audits of existing stock
- a housing conservation by-law
- public investment to upgrade buildings in order to preserve affordable units, with corresponding share of public ownership to reflect the increased value of the building.
- changing the property tax assessment procedure so that multi-unit rental housing is taxed at the same rate as similar multi-unit owner occupied housing.

4. Ensure that quality of housing is maintained and enhanced.

This requires:
- limiting minimum unit size
- limiting maximum density
- ensuring that designs for intensification and conversion of housing stock relate to household size changes
- encouraging innovative design for use of smaller space (through density bonuses?)
- ensuring that any program to provide density bonuses does not result in density beyond that designated in the Official Plan; one way to ensure this is to provide for as-of-right density lower than the Official Plan with a range up to the Official Plan in return for benefits from the developer
- encouraging energy efficient design of housing
- encouraging design which repects cultural differences, household composition differences and allows for flexible use
- a mechanism to monitor for safety and security in design

5. Consultation on the design of the housing and the services to be provided with those who are likely to live in housing not yet built, or their representative groups.

This requires:
- models for consultation with individuals and groups based on ethnic, economic and social diversity
- giving tenants notice and a right to participate (as homeowners have) at hearings and in procedures relating to land use in their communities

OTHER ISSUES: Managing Growth

Density Bonuses: The Official Plan ought to set out two density limits. A lower limit would be an as-of-right density limit and a higher limit to which bonuses may be granted in return to benefits to the community. Quality working conditions at the resulting work places as well as affirmative action hiring policies should be tied to the granting of density bonuses.

Industrial Land: Industrial land should be used as such so as to preserve industrial jobs in Toronto. However, any lands that must be converted to other use, should be used for affordable housing.

Metro Toronto Labour Council

January 19, 1990 (a:organi.j)

1. Name of Organization - Metro Toronto Labour Council

2. Profile of Constituency

   1,181 members of various public and private sector unions throughout Toronto and York Region working in every possible type of occupation.

3. (a) Type/number of meetings contacts made
   (b) Format of meetings
   (c) Number of people involved

   Paper was developed over an eight month period at the municipal committee which included eight different unions. It was also worked on by a selected group of key union people from various unions and the Executive Board comprised of 14 unions. In addition, there was input from a one-day symposium organized in the spring of 1989 with 25 union members.

   The paper was presented to the membership meeting of 150 delegates from affiliated locals and adopted unanimously as Official Labour Council policy.

   (d) Surveys and questionnaires.

   Did not send out.

4. Summary of issues.

   See introduction to paper.

Labour Council of Metropolitan Toronto and York Region

President: **LINDA TORNEY**
Vice-Pres: **PAT CLANCY**
Secretary: **DENIS SEXTON**
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2 NOVEMBER 1989

TORONTO MUST AVOID BECOMING "A TALE OF TWO CITIES"

A Labour Council policy paper dealing with
industrial lands and housing

opeiu 343

Canadian Labour Congress

Ontario Federation of Labour

TORONTO MUST AVOID BECOMING "A TALE OF TWO CITIES"

INTRODUCTION

Residents of the Greater Toronto Area need:
- housing that is affordable to them,
- good-paying jobs, and
- a healthy environment

Each of these requirements of living must be available to residents within each of the cities and towns that comprise the area, in order for each to have a healthy economy and livable communities.

Land use decisions and economic development support by municipal governments play a key role in meeting (or not meeting) these needs.

Land speculators make great profit by having land re-zoned from "industrial" to high-priced "residential" and "commercial" use. To gain support, they use public sentiment to pit our housing needs against our job needs. Further, they try to dis-empower people by convincing us that the replacement of industrial jobs with service sector jobs is something we can do nothing about. They are wrong. The truth is that speculators profit from the chaotic trading in land as a profit-making commodity. Speculators do not want governments to intervene to ensure the use of land for the good of the overall community as it will interfere with their ability to play unregulated "monopoly".

While monster homes and luxury condominiums flourish, the higher paying manufacturing jobs are disappearing. Certain sectors of Toronto are making money hand-over-fist. More and more of our public assets are being devoted to the welfare of the wealthy. With points of view based on their income, they buy up the high-priced homes and mobilize public resources to arrange the toys to go along with them.

They see no problem pulling together the resources to build the SkyDome or a Ballet Opera House; or to stage the Olympics or a World Fair. They have no interest, however, in finding the ways to prevent 85,000 Toronto households from being forced to rely on food-banks each month. They have no interest in facing the challenge of the housing crisis or of cleaning up our polluted waters, poisoned lands and toxic air.

The people with their hands on the levers of power in this city have their priorities all wrong. Their priorities are self-serving.

It is a time to take action:

- a time to put our resources into resolving the housing crisis;
- a time to act to retain good-paying, industrial jobs;
- a time to act aggressively to clean up and to protect our environment.

PART ONE: INDUSTRIAL LANDS

A) THE IMPORTANCE OF RETAINING OUR INDUSTRIAL LAND BASE

Metropolitan Toronto has seen a constant decline in the number of industrial and manufacturing jobs. Manufacturing jobs in Metro declined from 367,114 in 1970 to 257,038 in 1987. From 1981 to 1984, Metro lost twelve large industrial firms involving 11,000 jobs. The City of Toronto has been suffering the greatest of Metro's losses: it lost 50,000 manufacturing jobs between 1959 and 1989. In 1989, plant shutdowns have been announced that will remove another 2,500 jobs from this City's economy -- out of only 48,000 remaining manufacturing jobs. Etobicoke, Scarborough, North York and East York have also been heavily hit.

Manufacturing and Industrial jobs are crucial to a healthy city economy.

First, they ensure a diversified economy to protect against a downturn in any particular sector. The stock market shocks of Black Monday, 1987 and October 13, 1989 bring home how precarious it is to become a company town of financial and banking services as opposed to a balanced economy.

Second, every dollar spent in industry has a multiplier effect stronger than any other sector of the economy. In 1980, for every $100.00 in new spending in the service sector, an additional $85.00 in new production was created. In manufacturing, an additional $190.00 new production was created. Industrial manufacturing jobs produce value-added commodities which are the decisive underlying factor for a viable and expanding economy.

Third, industrial jobs provide higher wages and better benefits, so workers can afford to live in their city, to spend money to stimulate local business and to pay for local services.

The economic damage and social chaos caused by unfettered market forces must be corrected and prevented by government intervention. There is no guarantee that wealthy people will spend their money so as to create jobs here. Well-paid workers, however, make just enough money to spend it locally on products that we can readily manufacture here, thereby stimulating the economy and creating new jobs.

B) PROBLEMS IN RETAINING INDUSTRY AND INDUSTRIAL LANDS IN METRO

The dramatically rising cost of Metro's industrial lands is driving industry out. Industrial zoning is intended, in part, to help ensure that the cost of land stays at a cost affordable to industry, which generally requires large tracts of land. The average cost of industrial land in the area from Oshawa to Burlington rose 72% from 1987 to 1988.

The inflated housing market has prompted attempts to redesignate portions of industrial areas. Municipal governments have tolerated creeping commercialization and service activities in industrial areas. They have re-defined industrial zoning definitions so that the definition itself undermines the integrity of industrial areas. Municipal governments have moved from the traditional definition of industry which involved manufacturing, warehousing and processing -- to legitimize the use of industrial lands by commercial and service interests.

Data processing is a prime example. In some cases, such as with Toronto's Massey Lands 'industrial' has been stretched so far as to include employment agencies, typing and telephone answering services, window cleaners, computer sales and service, ballet and barber schools.

The above formal and informal ways of turning industrial land over to commercial, service and residential use is driving up industrial land prices and fueling speculation that more industrial land will be rezoned in time. Consequently, land speculators are buying and holding onto industrial land, leaving it vacant or under-developed, in hope of reaping great profit by eventually achieving zoning changes.

As the demand for industrial land for uses other than industry rises, the prices rise and the supply of land available for industry is fast disappearing. At present rates of absorption, we can expect a severe shortage of industrial land in Metro within 4 to 5 years.

While various factors have been at work in Metro's loss of manufacturing jobs, the effects of the free trade agreement with the United States are also now being seen. Already, free trade "restructuring" has shifted jobs south of the border, further eroding industrial jobs and bringing pressure to the release even more of Metro's industrial lands.

C) STRATEGIES FOR INDUSTRIAL LANDS

The Labour Council reinforces its traditional call for the retention of industrial lands. We recognize, however, two potential problems with a simple blanket approach to this issue. First: without a clear strategy, the Ontario Municipal Board (OMB) may be likely to rule in favour of developers' appeals against zoning decisions of municipal Councils. Second: there are occasional small tracts of industrial land which are not being used for industry and which have become clearly unsuitable for it. (Note: refer to page 7 under 'Metro-Wide Lands' for processes to be followed regarding lands not in actual industrial use.)

On the other hand, history shows us that once industrial land is re-zoned for other uses, it is gone forever. So our strategy must be very tight in the criteria that will allow for the forfeiture of any industrial land through re-zoning.. Further, nearly 70% of the City of Toronto's industrial buildings were built before 1940. As these industries face the need to modernize, we must have other industrial lands available for their re-location where necessary.

WHAT CAN WE DO TO RETAIN AND RE-CREATE OUR INDUSTRIAL MANUFACTURING BASE?

1) MUNICIPAL GOVERNMENTS MUST DEVELOP CLEAR STRATEGIES IDENTIFYING THE LANDS THAT THEY WILL RETAIN FOR INDUSTRIAL USE IN ORDER TO SEND A STRONG AND CLEAR MESSAGE TO SPECULATORS THAT THERE IS NO USE BUYING AND DRIVING UP THE COST OF THESE LANDS.

Industrial Port Lands

The 1,200 acre Industrial Port Lands are a prime example of land that must be retained for industry in its entirety. The fact that much of this land remains undeveloped presents the City and Metro with a unique opportunity for action. They can design and develop a series of industrial parks based on stringent criteria. These criteria should include:

a) creation of as many quality jobs as possible. Labour intensity must be a crucial consideration. Quality must be defined to include decent pay and benefits, decent working conditions and socially useful production.

b) environmental considerations and compatibility with local communities. Plants must be clean with no noxious or toxic effect.

Further, the placement of industries within the overall industrial area should be done in such a way as to buffer local communities from the noisier industries, from those with greater volumes of truck traffic, from any unpleasant odours or sights, from those with 24 hour operations, etc.

c) design considerations. Some industries can be made more attractive than others. The layout and design of industries throughout the Industrial Port Lands should give consideration to which industries will be most visible to the public enjoying the shoreline and park areas. Layout and design should also maximize the public's ability to view and appreciate industries in operation.

d) appropriate technologies, namely technologies appropriate to local activities or those involving locally available materials or the local use of their finished products. For example, with so much boating activity in nearby areas, it makes sense to attract relevant industries such as manufacturing and repair facilities for various types and sizes of boats, marine engines and marine supplies. With so much construction and renovation in downtown Toronto, facilities for the recycling of construction materials and for the production of needed new materials like cement would be ideal.

e) industries that would benefit from a water-front location. For example: those for whom shipping access would reduce the need for trucking, those requiring large volumes of water for processing, cooling and fire protection.

The Industrial Port Lands also provide a unique opportunity to plan and design industries that will:

- research, develop and produce environmental protective equipment and environmental clean-up devices with the potential to create global markets for these needed new technologies; and
- be showcases for industries operating with top quality environmental controls.

The Labour Council will press for the needed government resources to support the development of environmental industries [1] in the Port

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[1] 'Environmental industries' means those industries developing products, technologies and or services that will actively assist in environmental protection or clean up; as well as industries whose production processes and products are friendly to the environment.

Lands. We will continue working to create the impetus in our community for the Port Lands to be developed as a centre for new environmental technologies with which to make Canada a lead innovator and producer. At only 1.4% of gross domestic product, Canada's research and development expenditures rank last among eight major industrial nations and are shameful compared to countries like South Korea. Canada should begin a significant turn-around by committing significant federal and provincial funds to the development of research, development and education centres for environmental technologies in Toronto's Industrial Port Lands.

Metro-Wide Lands

The Labour Council recommends the adoption of an industrial land strategy at the City and Metro levels that will:

i) identify key areas for industrial preservation;

ii) protect functioning industries in all areas from speculative pressures by preventing re-zonings of surrounding industrial lands. Such re-zonings increase developers' interest in the functioning industrial land for non-industrial uses.

iii) Accept the re-zoning of industrial land only as a last resort for industrial lands that have been vacant for a substantial period of time in spite of repeated efforts to attract new industrial operations to it.

Metro and the municipalities must implement a clear strategy intended to keep all industrial lands functional. This strategy must include:

* assigning sufficient resources to permit Metro and municipal economic development staff to work aggressively to attract new industrial operations to any land, small or large, that becomes vacant.

* consideration to re-zoning must only be given following the undertaking of a secondary plan process (such as the City of

Toronto's Part II plan process.) The secondary plan process ensures full consideration of the implications of re-zoning on surrounding areas, rather than simply on the specific site.

In the secondary plan process, questions to consider must include:

a) Is the site part of a functioning or viable industrial area?
b) Is there a functioning or recently functioning plant? Is there a plant in good enough shape to accommodate industrial uses for some time? Is the site large enough to build a new plant?
c) Is the area accessible, particularly by public transit, for industrial workers?
d) Is the area accessible to major arterials, expressways, railways and port facilities for the efficient movement of goods?
e) What is the importance of the site in maintaining a supply of industrial land adequate to accommodate the industrial jobs needed by the municipal economy?
f) What is the site's potential impact on the continuing viability of existing or planned industrial development in the vicinity?
g) Have the land uses changed around the site to the degree that industry is no longer appropriate? e.g. no adequate transportation access for trucks.
h) Is the industry a non-conforming use? (Note: Non-conforming use means an industry located on non-industrial lands, but which has been permitted to remain because of its continuing operation there.)
i) If the site proves unsuitable for industrial use, how suitable would the land and its building(s) be for use as artists' studio/residences?
j) Are the environmental factors such that housing should not be built there? Are they such that there is no industry appropriate to locate there?

As outlined in the Labour Council's companion Housing Paper, any such re-zoned land must either be used [illegible]r the development of affordable artists' studio residences or for affordable housing.

2. TO REVERSE THE TIDE OF DE-INDUSTRIALIZATION AND TO REGAIN SOME OF OUR LOST INDUSTRIAL JOBS, METRO AND OUR CITIES MUST UNDERTAKE CLEAR AND AGGRESSIVE ACTION INCLUDING:

a) The creation of City Economic Development Corporations, with appropriate coordinating support from the Metro level. The Corporations would assist industries in relocating where necessary. They would assume responsibility for finding appropriate tenants or industrial purchasers for vacant industrial lands, including re-developing them where necessary. (In the case of the City of Toronto, this should mean giving a renewed and clear mandate with additional resources to the Toronto Economic Development Corporation.)

b) The use of the Economic Development Corporations to assist new industries in getting off the ground, to provide support to growth industries, to find new buyers for plants facing closure and to help examine the feasibility of worker buy-outs where appropriate. The corporations could provide seed money and co-ordinate efforts to obtain investment capital from other sources. Public financial investments in an industry would have to be secured. The corporations would run on a break-even basis. They could also take steps to facilitate and encourage the introduction of new technology in a manner that upgrades the quality of employment offered to workers. These steps might include linking the workers to special training programmes.

c) Finding ways to remove the speculative factor from the cost of industrial lands in Toronto that discourages industry from locating here and adds to the pressures pushing industry out. Those methods should include:

    i) the establishment of Industrial Development Funds which municipalities can use to purchase industrial lands, to create municipally-owned industrial parks and to purchase and renovate older industrial buildings to lease at relatively low rates. Leasing of publicly-owned lands is the preferred process. Where it is deemed necessary to sell the lands to an industrial operation, conditions must be written into the purchase agreement that would serve to ensure that the company will remain in operation creating employment for a sufficient period to make the municipal involvement worthwhile. These conditions should include arrangements as to how the municipality will be able to re-purchase the land without paying a speculative price.

ii) A commitment that Metro and her municipalities are prepared to take a firm stand that it is not "bonusing" to buy land and lease it, or to sell it with buy-back protection, at a fair industrial price rather than at prices driven artificially high by speculators with other purposes in mind.

To give the region greater flexibility to assist industrial development where it deems appropriate, while either retaining ownership of the land or having contractual buy-back protections, Metro and the cities should immediately apply to the Province to have Metro's industrial lands designated as Community Improvement Areas under the Municipal Act. This would protect against possible legal actions alleging violations of Section 112 of the Municipal Act. (Note: Sec. 112 is rightfully designed to prevent municipalities from engaging in economic warfare with each other in attempt to lure corporations to their area. The Labour Council contends that action is required to counter the special problem Metro Toronto faces with artificially high land prices which are allowing other municipalities to lure our industries away.)

Provincial approval of the Community Improvement Area designation for our industrial lands would be a no-cost way for the province to assist Toronto in retaining and revitalizing its industrial base. Retention of the industrial base is important -- particularly with the high cost of living in Metro. Residents must have access to the higher-paying jobs available in the manufacturing sector to help prevent

Toronto's deterioration into a "Tale of Two Cities". We are now heading towards one city for the wealthy, with a second city for the working poor, and an imported servant-class of people forced to add hours of unpaid stressful travel to their working day to come in from the distant areas where they can afford to live.

iii) a lot levy system that would apply to any lands re-zoned from industrial for other development (except artists' studio/residences or affordable housing). This would mostly be applicable where the Ontario Municipal Board overturns the zoning decisions of municipal governments. The levies would be set according to the planned density of development on the parcel in question. The levy would be calculated so as to have a neutral effect on land prices by effectively taxing the developer for the value of the increase in income that he would realize from the added density over the industrial level. Any funds collected in this manner should be assigned to the Industrial Development Fund.

iv) increased municipal government pressure on the province to impose a land speculation tax that would apply to all industrial and developable lands (as well as to non-owner occupied residences and apartment buildings).

v) preventing land speculators from keeping industrial land vacant or under-utilized by moving to expropriate the land at a price in keeping with industrial use. Such expropriated industrial lands would be used for municipal land-banking purposes.

d) A return by municipalities to the traditional definition of industrial zoning: 'to mean manufacturing, processing and warehousing. Commercial and service activities do not provide the community with the same economic advantages that traditional industries provide.

Should municipalities refuse to return to the traditional definition, they should develop a zoning specific to 'manufacturing and processing'.

e) Seeking provincial action to allow municipalities to use the municipal business tax to be used as a tool for economic development.

This is another tool of industrial strategy that municipal governments could use at no cost from the province. For example, in 1990, parking lots in Toronto will pay business tax at a 25% rate, whereas manufacturing industries will pay at a 60% to 75% rate. The result is that parking lot development is effectively encouraged by the provincially set tax rates. Municipalities should be empowered to adjust the rate at which business tax is paid as a tool of their industrial strategy. The change should, in fact, be to a system based on profits made.

(Note: the municipal business tax is separate from the property taxes paid by businesses. This is made explicit as the Labour Council's long-standing policy on municipal taxes opposes the use of property taxes to finance non-property related services, such as education and social services.)

Artists' Studios

Rising land costs have also squeezed Toronto's artists out of many of their studios.

Industrial lands that are re-zoned should first be considered for possible use as artists' studio/residences. Otherwise, early priority must be given to the construction of artists' studio/residence on public lands. Consideration should be given to the fact that some artists work with toxic substances and, consequently should have the option of living away from their workspace. Possibilities include publicly owned co-operatively used workspaces. Such workplace production studios located apart from residences may well be appropriately located on industrial lands.

The Executive Board and the Municipal Committee recommend that the Labour Council initiate a campaign to heighten public awareness and political support for the retention of Toronto's manufacturing base through the adoption of the above policy.

NOTE: This policy paper on industrial lands should be read in conjunction with its companion policy paper "Creating Affordable Housing".

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PART TWO: CREATING AFFORDABLE HOUSING

The term "affordable housing" creates negative images in the minds of many members of the public. "Affordable housing" can be well-designed, well-maintained and a source of pride for communities. All "affordable housing" really means is ensuring that every community household has access to quality housing which will consume less than 30% of their gross income. One-third of all tenant households in Toronto now pay more than 30% of their income on rent. With the average sale cost of houses at $250,000 today, and the average two-bedroom apartment renting in the $1,000 per month range, three-quarters of Toronto's population are forced well beyond their financial limits. Some are the working poor who are forced to rely on foodbanks. Some are forced into shelters, others onto the streets.

Aging and the declining size of households will result in a need for an additional 209,000 units of housing (8,360 annually) in Metro by 2011 simply to accommodate our existing population levels.

Affordable housing is also an important factor in retaining industry. Where workers face high housing costs in the residential areas accessible to an industry, the industry faces a shortage of skilled workers and/or a demand for high wages. Industry will leave a community to move to another community where an appropriate workforce is available.

The following are some of the courses of action the Labour Council advocates in order to make affordable, quality housing available to residents within each of the municipalities comprising Metro Toronto and York Region.

We propose that:

1) all possible non-industrial public lands be sold to non-profit and co-op housing developers for the development of high quality, attractive, affordable housing -- at a price affordable to them.
2) municipalities require that 75% of housing built within their jurisdiction over the next five years be affordable to the lower

60% of income-earners and that the 75% be reduced to 60% by the end of this transitional five-year period

3) municipalities promote the intensification of land use by such measures as:

a) legalizing and simplifying the process for homeowners to provide additional housing units within their dwelling. With surveys showing that one in eight homeowners are interested in doing this, up to 37,000 new units could be provided in Metro in this manner. Provincial and Federal governments could facilitate this process by providing loan assistance or forgivable grants where the new units remain in the rental market for a specified time.

b) i) requiring existing commercial developments, both shopping malls and retail stores along major roads, to allow housing units to be built by non-profit groups on one or more floors above them. This would also benefit the commercial establishments by affording them the protection from theft and damage that will result from having residents on site through the night.

Such development must, of course, be appropriate to the neighbourhood infrastructure to ensure access to schools, parklands and other needs of residents. Where the infrastructure is not sufficient but can be provided, it should be provided on the same time schedule as the housing units.

ii) requiring new shopping malls to build such housing on an affordable basis as a condition for approving their development plans.

c) encouraging "infill" developments: the creation of small scale new housing in existing residential areas on vacant or under-utilized sites smaller than five acres. This could give Metro an additional 25,000 units by 2011.

d) increasing the demand on the provincial government for a land speculation tax to be applied to all non-owner occupied residences, apartment buildings and developable lands. (Industrial lands should be included as called for in Part 1).

Although we are generally opposed to the re-zoning of industrial lands, Part 1 of this paper recognizes examples of where this may be appropriate. In all cases, consideration must be given to first using any re-zoned industrial land for the development of affordable artists studio-residences and, following that, using it for affordable housing. The majority of any such re-zoned land must be affordable to the lower 60% of income earners.

Steps should be taken to allow pension funds to be used to finance mortgages for non-profit and co-op housing developments.

Our municipalities should follow the lead of San Francisco where the zoning by-law requires any office developments over 25,000 square feet to pay the municipality $5 per square foot for affordable housing, $5 per square foot for local parks, $1 per square foot for child care and 1% of total value towards public art by local artists.

The Federal and Provincial governments must allocate sufficient funds to the Metro area for non-profit and co-op groups to provide sufficient mixed income social housing. This funding would largely be paid back in mortgage payments over future years and otherwise is a valuable stimulant and job creator for the local economy which will result in the return payment of increased tax dollars. The private sector has proven that it can only produce housing for the top 50% of the population by income. It has been a dismal failure in producing affordable housing. Only massive government subsidies and/or tax breaks would enable the private sector to serve the other half of our society. Even so, the housing produced rarely remains affordable. Government-subsidized private rental buildings have been relentlessly flipped. As every tenant knows, each time a building is sold, rents go up. Privately owned homes priced at the low end of the market are the ones that are most driven up in price by real estate speculators. Only non-profit and co-op housing offer security of tenure and add to the stock of permanently affordable housing. It is to co-op and non-profit housing, therefore, that government financial support should be geared.

Conclusion

There is much that can be done to retain industrial lands with their better-paying jobs in Toronto. There is much that can be done to overcome the housing crisis -- while leaving industrial lands in tact. There is much that can be done to protect our environment.

Do we want to continue to become a 'Tale of Two Cities'? Or do we want to develop a healthy and safe City for all our residents? It is simply a question of our priorities as a community.

The problems are social and economic. The solutions are political. It is simply a matter of political will.

It is a time for action. It is a time to demand: what are our Metro and City Councillors, and our members of the Provincial and Federal legislatures, prepared to do?

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Metropolitan Separate School Board

Participating in KIDSVIEWS/YOUTHVIEWS project.

Non-Profit Cooperative Housing Sector

Questionnaires distributed to individual housing co-operatives in the City.

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South East Toronto Industrial Action Organization

SOUTH EAST TORONTO
INDUSTRIAL AWARENESS ORGANIZATION

THE SOUTH EAST TORONTO INDUSTRIAL AWARENESS ORGANIZATION

CITYPLAN '91
OUTREACH PROGRAM

City of Toronto Planning and Development Department

January 18, 1990.

1. NAME OF ORGANIZATION:
   SETIAO, South East Industrial Awareness Organization

2. PROFILE OF CONSTITUENCY REPRESENTED:
   SETIAO is a non-profit organization consisting of five founding industries and numerous associate members who are located in the south east area of Toronto and are dedicated to maintaining industry in that area. The five founding members are Redpath Sugars, Victory Soya Mills, Lever Brothers, Colgate-Palmolive Canada, and Baines and David Steel. Associate members include:

   CP Trucks
   Canpar
   Canada Malting
   H.A.Kidd & Co.
   McCord Industries

3.
(a) NUMBER OF MEETINGS
Bi-weekly

TYPE
Luncheon

CONTACTS MADE:
Hon. David Crombie
Union representatives, Teamsters, Canada
Duncan Allen, Special Advisor to the Premier
Jeff Evenson, Housing Advocacy
Dennis Mills, M.P.
Chris Teron, President, Teron Developments
David Reville, M.P.P.
Paul Henderson, Chair, Olympics
Dale Martin, Councillor
Linda Tourney, Toronto Labour Council
Ann Swarbrick, Toronto Labour Council

(b) FORMAT OF MEETINGS:
Chaired, Round table discussion

c) NUMBER OF PEOPLE INVOLVED:
8

d) SURVEYS AND RESPONSES TO QUESTIONNAIRES:
Position paper submitted.

4. SUMMARY OF ISSUES IDENTIFIED AND PROPOSALS MADE:

-SETIAO supports maintenance of Industrial Zoning in the area east of Yonge St., west to Leslie St., and from Dundas St. south to the waterfront.

-SETIAO rejects housing project plans for industrial zoned lands and those lands adjacent to industry.

-SETIAO feels parkland is preferable to housing on land abutting, and close to industrial zones.

- SETIAO rejects site specific rezoning of industrial land.

5. SUGGESTED DIRECTIONS FOR FUTURE OUTREACH:

- SETIAO will continue to work with politicians, planners, and neighborhood groups. We suggest SETIAO have continued input into Cityplan 91.

SOUTH EAST TORONTO
INDUSTRIAL AWARENESS ORGANIZATION

THE SOUTH EAST TORONTO INDUSTRIAL AWARENESS ORGANIZATION

POSITION PAPER

SUBMITTED TO CITY PLAN '91

City of Toronto Planning and Development Department

January 9, 1990

C/O SUITE 1900, ONE YONGE STREET, TORONTO, ONTARIO M5E 1N4 TEL: (416) 364-2154 FAX: (416) 862-8111
FOUNDING MEMBERS–REDPATH SUGARS, LEVER BROTHERS LTD., VICTORY SOYA MILLS, COLGATE-PALMOLIVE CANADA, BAINES & DAVID STEEL LTD.

INTRODUCTION

This position paper summarizes the ideas and priorities of the South East Toronto Industrial Awareness Organization as they apply to City Plan '91 and in particular, to industry in the Central Core and particularly the East Bayfront and Port Industrial lands.

Firstly, let us give you a little background and explain the purpose of our organization.

SETIAO is a non-profit organization consisting of five founding industries and numerous associate members who are located in the south east area of Toronto and are dedicated to maintaining industry in that area.

The five founding members are Redpath Sugars, Victory Soya Mills, Lever Brothers, Colgate-Palmolive Canada, and Baines and David Steel.

We banded together in response to the formidable pressure all industry have been experiencing due to the uncertainty of various long range government plans for the area we represent, which encompass the lands east of Yonge Street, west of Leslie Street and from Dundas Street - south to the waterfront.

RECOMMENDATIONS

It has been stated by various levels of government as well as private concerns that the waterfront lands should be used for housing, parkland, light industry, office/commercial or mixed use.

SETIAO's mandate is to preserve the industrial integrity of the south east area Toronto and present a unified voice for those industries which are now located on those lands.

> We are calling for the city as well as other levels of government to develop a solid, strong, long term industrial policy that will protect those industries already located on the East Bayfront and Port Industrial Lands as well as encourage new industrial growth.
>
> We support the industrial zoning of these lands, and are opposed to any rezoning of industrial land to residential or commercial or mixed use.
>
> We support the city's Planning Department recommendation that essentially eliminates site specific rezoning of industrial land.

Existing companies and more importantly, potential new industries must see the City of Toronto as a stable environment with a long term committment to industry. We plan on 10 year time horizons and will not tolerate political whims that generate "the plan of the month". This is doubly important to industry now as a result of the Free Trade Agreement.

We would also like to dispel "myths" held by some about our industrial land and manufacturing operations in general.

> None of our founding members are going to move from their present locations. As large capital intensive operations we want to stay where we are. Today it makes the most sense to fine tune our organization, reduce costs and compete. Relocation is just expensive and painful.

And finally we would like to state that Industry and Residential do not mix.

> There is a fraction that persists in wishing that industries and residential areas are compatible. SETIAO's experience is that industry and residential do not mix, for the reasons stated later in this paper.

BACKGROUND

We have established a strong presence in the local economic community. We want to communicate an accurate and financially based business rationale for retaining the integrity of industry in south east Toronto and we intend to continue to make a significant financial and social contribution to the city of Toronto and the province of Ontario.

Here are some important facts that support our view that industry is an intregal part of the south east core.

> SETIAO's founding members alone employ a total of 1,641 people and pay out a total of $69.45 million in wages annually. SETIAO's associate members who include CP Trucks, Canpar, Canada Malting, H.A. Kidd and Co. and McCord Industries, employ more than 1,200 and pay out more than $20 million in annual wages - jobs that would be lost not only to Toronto, but possibly lost to Ontario if we were forced to relocate.
>
> More than half of the employees in the five companies work in industrial jobs and would face serious hardships finding similar high paying employment.

SETIAO members contribute in excess of $55 million annually to the local economy in the purchase of goods and services. And they intend to invest an annual average of $3.2 Million in future years.

But already four of the five companies report an impact on investment plans due to the uncertain nature of city, provincial and federal plans.

Planned investments of over $50 million are presently affected and are on hold until the uncertainty of our future is resolved.

If we are forced to move, we may relocate elsewhere in Canada, or we may not.

We understand that affordable housing is high on your list of priorities for City Plan '91.

Two of the areas being considered as possible sites for affordable housing are the East Bayfront and the Port Industrial areas. However these sites are the present location of four of SETIAO's founding members, namely Redpath Sugars, Victory Soya Mills, Lever Brothers and Baines and David Steel.

We would like to highlight some issues that are not taken seriously when attempts are made to convert industrial land into residential land.

The East Bayfront and Port Industrial district consist mainly of reclaimed land. It is a known fact that environmental controls were not so stringent during the time of those landfill operations. We don't know what is in that landfill, but we do know it wouldn't meet today's environmental standards. We hesitate to estimate costs of clean up but it would be enormous.

According to published reports, the pricetag for the land clean up of the Ataratiri housing project has soared from an estimated $35 million to a possible $80 million or more.

Besides the cost of the clean-up, there are other factors, consistent with all legitimate industrial environments that make the area totally incompatible with housing.

One key factor to consider is that all our member companies operate on a 24-hour basis, five or seven days a week.

Victory Soya and Redpath have high noise levels resulting from trucks, rail cars, ships and machinery. These noise levels can occur any time of the day or night.

Shipping and receiving procedures, including trucking can cause traffic congestion.

Two member companies have expended a total of $6 million for emission control equipment -- equipment that contributes to noise levels.

Organization members, even though they have installed odour abatement equipment, still report the emission of odours, which although not harmful are deemed unacceptable to residential living.

In short, we are very sensitive to the need for housing, but it is a fact of life that no matter how well designed the buffer zones between residential and industry, the quality of life in such an area is simply not suitable for the standards of life demanded by today's residents.

Another common misconception is that the historical need to locate industry on the water is no longer a major factor for industry in Metro. This is simply not true.

Industries still need to be located on the harbour and it is imperative, that two of our members be located on the water.

Redpath Sugars and Victory Soya mill face special needs which only a waterfront location can accommodate. Redpath's present location is ideal since it must import all its raw sugar by ship from around the world via the St. Lawrence seaway.

Redpath relocated its head office from Montreal to Toronto as a result of the recommendations in the central waterfront plan produced by the City of Toronto. Redpath estimates the replacement value of its plant at $200 million.

Victory Soya Mills relies on its waterfront location for the transportation of its products, and on large volumes of lake water for processing cooling and fire protection.

Victory is the primary processor of soya beans in Ontario. It's plant processes 13 million bushels of beans every year, 95 per cent of which are produced in Canada. This amounts to 350,000 acres of farm land devoted to soya bean production in Ontario alone.

Ontario's soya bean growers depend on Victory Soya to purchase their product. A plant closure would have a devastating effect on Ontario's agricultural community. With the removal of international tariffs soya oil is expected to be a major export product for Victory Soya Mills.

The other companies cite easy access to rail and roads, availability of a skilled labour force and accessibility of secondary goods and services as some of the reasons why they are refusing to move.

SUMMARY:

We've addressed what industry contributes to the city of Toronto. Indeed the City and the Province of Ontario are fortunate to have us located at our presents sites.

The expropriation of 66 acres of industrial land for the Ataratiri housing development was a shock to all industry in this city. The fact that the normal planning process was totally ignored and this unilateral and undemocratic action was taken, was one of the main reasons for the formation of SETIAO.

There are dramatic difficulties associated with this decision.

A) the cost to convert this industrial land will be enormous.

B) residential property is being created adjacent to Levers Brothers, an industrial property which may lead to the problems we have mentioned.

ADDITIONAL RECOMMENDATIONS

Even though the Ataritari land has been seized, all is not lost. It is time to plan the development very professionally and ensure, through the planning process, that the best possible buffer is installed to adequately separate Levers Brothers from this new residential community.

Redpath Sugars, Victory Soya Mills and Baines and David Steel are in a housing sparse environment with no conflicts with our neighbors. And we are well aware that many bodies look at this land as ideal for housing, parkland and mixed use.

We feel that balance is vital in planning the future of Toronto's waterfront. We back David Crombie's stance that the area must provide a place to live, a place to work and a place to play.

"A Place to Live" -- Harbourfront with its proposed density fulfills the residential component of balance.

"A Place to Work" -- A role SETIAO industries are happy to fulfill.

And that brings us to "a place to play".

Our additional recommendation to City Plan '91 is that waterfront land not used for industry be converted to parkland.

We would be more that pleased to work with you to help plan "green space" and public access to that space in the south east area of Toronto.

But most of all we want to impress our message on those involved in the city planning process. Our message is simple and clear. We are a force to be reckoned with and we have no intention of moving.

Tom Chandler

President
SETIAO

Toronto Arts Council

STANDARD FRAMEWORK FOR OUTREACH COMPENDIUM OF VIEWS REPORT

December 5, 1989

1. Name of Organization: Toronto Arts Council

2. Profile: TAC relates to most not-for-profit arts organizations in the City through its administration of grants and, also, with a large number of individual artists through the grant programme. Periodic consultation with various constellations of individual artists and arts organization is the norm. A majority of members of the Board of TAC are professional artists, as are the majority (about 35 in number) of the members of TAC arts discipline committees. For example, nine of ten members of the Theatre Committee last year were artists or arts administrators who were working in the field. The areas of dance, music, film and video, visual arts, theatre, writing and periodicals, festivals, and touring each have their own committee, usually chaired by a working artist.

3. a) i) Small, informal groups of artists--5 meetings --25 participants
   - ii) Telephone converstaions--25
   - iii) Music Gallery General Meeting attended by 25 artists and administrators plus Chair of Quality of Life sub-committee, TAC staff, John Gladki
   - iv) Meeting with 8 selected artists, Don Houston, Judy Stephens Wells, John Gladki, Paula Dill, Ed Milhalcin, Jim Garrard, Rita Davies, John Buttrick
   - v) Past meetings, not specific to City Plan, but dealing with same issues, were held around such issues as arts facilities, artist live-work space, funding, arm's-length, arts policy. Two publications emerged from these processes: Cultural Capital and No Vacancy: these contain the views of many artists on relevant subjects and should be tested again in future consultations

   b) Format: Artists were given information about City plan and asked to comment.

   c) Specific to Cityplan, about 100
   Not specific: several hundred

   d) No surveys and questionnaires were distributed

January 17, 1990

A DRAFT OF SOME PRINCIPLES RELATING TO THE ARTS INTENDED FOR FURTHER DISCUSSION AND AMENDMENT BY A SUBSTANTIAL CROSS-SECTION OF THE ARTS COMMUNITY AND ALL LEVELS OF THE CITYPLAN '91 TASKFORCE.

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1. The City of Toronto should publicly recognize the rarity, beauty, delicacy and social importance of genuine art.

2. The City should honour its artists.

•••

3. The City should acknowledge that its level of support for art and artists suffers in comparison with that of many other major cities in the world.

4. Given that any great city requires a concentration of artists near its centre, steps should be taken to curb the present dispersion of our artists to territories where they can better afford to live and work.

5. A significantly higher level of financial support for artists and their work should be achieved in the near future, by means of (but not limited to these means) re-allocation of civic revenues, even-handed remission of property tax on arts facilities, rent forgiveness, bond issues, levies on new development, institution of a tax on hotel rooms, establishment of a municipal endowment fund for the arts, encouragement of philanthropy, aggressive and continuous negotiation with other layers of government, subsidies for economically underprivileged consumers, employment of artists in civic recreational contexts and within the educational system, increased civic purchase and commissioning of artists' work.

6. Where other levels of government limit the City's ability to improve the state of its art and artists, aggressive negotiations should begin, aimed at removing those limitations.

7. All City support for the arts should be directed toward artist-initiated activities, selected by a process of peer evaluation, conducted at arms-length from government.

8. The personal income for acknowleged artists of quality should be above the official 'poverty line'.

9. Peer evaluation may be the most reliable method for establishing who is an artist and who is not.

***

10. The City has an urgent need for substantial numbers of new or improved arts facilities, especially where the work of emerging artists and small to mid-sized organizations is concerned.

11. All municipal arts facility support should be directed toward artist-initiated proposals, selected by a process of peer evaluation, conducted at arms-length from government.

12. Density bonusing and zoning adjustments, not otherwise thought to be in the best interests of the City, should not to be contemplated, even in exchange for perceived benefit toward artists and their work.

13. No development which will result in a net reduction in size, number, quality, or utility of arts facilities should be permitted.

14. All new development proposals should be carefully evaluated in terms of the quality of their architectural, public art, and arts facility components.

15. Vacant and under-utilized, City-owned premises should be made available for arts purposes.

16. Where substantial amounts of public money are granted to improve privately-owned facilities, the arts tenants' tenure must be secure.

17. Where substantial amounts of public money are granted toward the purchase or improvement of arts facilities or equipment, it should be ensured that the benefit of those grants remain in the non-profit arts sector in perpetuity.

18. City-owned arts facilities should be repaired and improved, when necessary, without recourse to established arts grant programmes.

19. The City should provide leadership in moving to preserve those habitats wherein the use, character, and vitality has been substantially established by artists.

20. Subject to necessary noise (and similar) bylaws, permission should be given for artists to reside and work in the same premises in certain industrial and all residential areas, and to work in garages, sheds and

coachhouses in residential neighborhoods. Some codes may need to be relaxed or altered in the case of residence in industrial-style buildings.

***

21. Many individual artists are not associated with organizations and, hence, do not enjoy the benefits of non-profit, charitable status, even though they often live and work in low economic circumstances. Indeed, they are considered to be engaged in a commercial enterprise, subjecting them to tax burdens and disqualifying them from several forms of government support. Careful consideration should be given to improving the circumstances of these artists.

22. Steps should be taken to markedly increase the access of the public to artists and the access of artists to the public. A special effort will be required to ensure equality of such access to all citizens.

23. Professional arts programming should be increased within the City's network of parks, libraries, and community/recreational centres.

24. City of Toronto educators should be encouraged to rely much more on exposure of students to quality professional art and artists, and ensure that artists are not exploited economically in the process.

***

25. Proposals for major arts festivals and one-time events should be carefully evaluated in terms of possible negative effect on long-term arts development.

***

26. City Council should commission the arts community to expand on these principles, suggest means for the achievement of the goals implicit in them, and elaborate on with issues outside the scope of an official plan. Such a document ought to provide the basis for the development of an official arts policy for the City.

Jim Garrard
368 Shaw Street
Toronto M6J 2X3
536-2943

Toronto Board of Education

Participating in KIDSVIEWS/YOUTHVIEWS project.

Toronto Environmental Alliance

OUTREACH REPORT - ENVIRONMENTAL SECTOR

A full reporting of our outreach activities would take far more time that either of us (working as volunteers) can afford to contribute. The following is a summary.

1. Name of organization represented on Taskforce.

The Toronto Environmental Alliance.

2. Profile of constituency represented.

The environment. Rather than representing environmentalists, we endeavor to speak for the environment, namely land, air and water, the ozone layer, the creatures that share our earth, etc. We have also tried to speak for human beings, since people cannot live fully in a degraded habitat.

3. Type/number of meetings/contacts made.

* 6 reference group meetings with six key local environmentalists. The same people have been meeting since May of 1989.

* 7 Environmentalist Plan Toronto meetings that discussed a wide range of issues, including one meeting focused specifically on CityPlan. Over 150 people were involved. A complete report on the EPT vision will have been written by mid-December.

* One Focus Group meeting, with a dozen selected environmentalists, that was centred around development of the Green Scenario. (November 22, 1989)

* Many informal conversations about CityPlan, including consultations with Jane Jacobs, Trevor Hancock, Norm Rubin, Sarah Miller, and with academics such as Terry Fowler, Beth Savan, and Henry Regier.

4. Summary of issues identified and proposals made.

Through out our consultations we have received a great deal of input. Some of the ideas and themes we received are listed below, others are included in "The Big Six" and in the Green Scenario that are attached. The vision of Environmentalists Plan Toronto will be compiled and released in mid-December.

Recurring Themes and Ideas:
- Need for an environmental VISION,
- Transportation as an environmental issue,

* The development of a "Green Bottom Line" for all development in the City to conform to,

* Building standards to ensure consideration for bicycles, recycling, greenspace, energy conservation and other environmental considerations,

* Protection and enhancement of greenspace and natural habitat,

* Transportation policy has a prejudice towards the automobile as a form of transportation and at the expense of mass transit bicycles and walking,

* mixed land use should be encouraged,

* the official plan should work to improve the quality of Toronto's air, water and land,

* local production for local consumption should be encouraged,

The Environmental Focus group meeting strongly endorsed the "Green Scenario" and they together with other consultations have supported the concept that the official plan could become a land-use constitution that could protect and enhance the environment of the Toronto.

5. Ongoing outreach and consultations

1) The "Green Scenario" should be considered as valid as other scenarios being developed and should be presented to the public on an equal weighting as other scenarios.

2) The Environmental reference group meetings will be ongoing the evaluate the draft versions of the scenarios and the official plan. Other meetings may be convened as need be.

THE BIG 6 -- Six proposed priorities for the Managing Growth Subcommittee

What follows is a stab at what should be priority areas in the Managing Growth sector from an environmental point of view. It is offered as a point of departure.

1. Diversity.

We need diversity of landuses, populations, species, employment opportunities.... How?

- zoning bylaws, and especially Performance Zoning Bylaws
- A meaningful ceiling on downtown office development, along with the encouragement of subcentres.
- ABC -- Anything But Cars ... through "traffic calming", facilities for bicycles, high-density mixed land use areas, jitneys, facilities for pedestrians ....

2. Managing demand.

For transportation, energy, water, land (sprawl) sewage treatment, garbage disposal in a socially equitable way. Another idea that needs to be more concrete. Rather than projecting demand for different factors, the City should take a leadership role: have a vision for the city that is qualitative, and then make incremental moves towards that vision, while making no moves that are not in keeping with that vision.

- performance targets like "being able to swim in Lake Ontario" and clean air, rather than merely restrictions on emissions. We need to take more account of the cumulative effects of multiple sources.
- preservation of habitats and heritage.
- require recycling facilities in buildings
- require rainwater runoff systems, indoor air quality standards, bicycle parking,

3. Encourage local production of goods and services to meet local needs.

This entails being very careful to conserve pockets of land like the area south of King in the West end since these areas naturally offer a kind of incubator space for new businesses. Maybe, under the rubric of "Strategic Initiatives" we can suggest "green" industries as an alternative to High Tech industries. Green industries do not need to be low tech. There is an incredible need for alternatives. Loblaws is doing it.....

This idea needs to be more concrete. Are there precedents we can look to? What are the mechanisms for encouraging local production for local consumption?

4. Ensure that every act/development contributes to the development of a larger whole, (i.e. its context).

   - KEY TOOL: THREE DIMENSIONAL MODELLING AND PLANNING
   - every building must contribute to the shaping of a positive outdoor space -- a space that feels good to be in.
   - "The first floor belongs to us" -- the community should have a say in what lines its streets.
   - focal points to give coherence to piecemeal acts -- fountains ....
   - foster walkable, cyclable environments -- sunlight, wind, human scale
   - sense of place and belonging -- heritage ...
   - ensure a NET ENVIRONMENTAL BENEFIT from all projects.
   - ensure that the process of development itself (construction, demolition, etc) are themselves ecologically sound.

5. Changing tax structures and regulations that encourage bad/over development and discourage desirable development.

   For example: developers get a tax write-off for the costs of vacant office space; developers who renovate buildings do not get tax breaks, while developers who destroy existing buildings to put up new ones do. Property taxes should reflect only or primarily the cost of servicing that property (i.e. homeowners in low density residential areas would pay higher taxes than those in high density areas.) How influential are greater tax revenues from new development projects to politicians' decision-making? What other outrages are there that should be changed or eliminated?

5. Public involvement in creating a liveable city.

   - Environmental impact assessments: Every proponent of projects beyond a certain size should be required to finance an environmental impact assessment (wind, sun, garbage, energy consumption, noise, water quality, traffic). These assessments should be done in a way that is accessible to public input. Ideally, they would be done for the City, either by the City, or by consultants hired by the City (not the developer).
   - community planning offices
   - accessible information on planning issues and decisions
   - local control
   - public disclosure

DRAFT

GREEN GROWTH '91

The Green Growth scenario is the product of several members of the Managing Growth sub-committee in consultation with members of the other two sub-committees. The vast majority of the goals listed below have been drawn from the already agreed-upon principles and goals of Managing Growth. Goals that were originally flagged by the sub-committee have been reworked in such a way as to reflect, potentially, the notion of a green growth scenario. This document is only a draft and by no means represents a completed submission of Managing Growth's goals. It does represent the goals that, to date, many members of the committee feel address community concerns and represent a committment to responsible controlled development of the downtown area.

The categories that the Managing Growth sub-committee originally employed have been slightly modified.

THE GREEN SCENARIO

The Big Picture

The planet is in crisis. The evidence is clear: holes in the ozone layer, destruction of rainforests, desertification, the greenhouse effect, acid rain, the debt crisis, evictions and disenfranchisement from land, and famine. On a local level, there is the garbage crisis, de-industrialization, smog, water in which we cannot swim, homelessness, an increasing disparity between rich and poor, infrastructure overload, unfriendly built environment.

Many roots of the global ecological/socio-economic crisis are in local activities, a significant proportion of which take place in cities. Addressing the planetary crisis means changing the way we do things, including what we do in cities.

What This Means for City Planning

The traditional planning process starts with the assumption that the goals of a city can best be met by encouraging and accommodating a certain amount of growth. Scenario development revolves around figuring out the "best" mix of office, industrial, residential and commercial development.

It is growth that is evaluated on qualitative rather than purely quantitative means -- more concerned with what kind of growth and the impact of this growth. It is more concerned with quality of life indicators than the rate of growth of GNP.

Scenario Development

A fundamental tenet of the Green Scenario is that local and global problems are inextricably linked. It recognizes that the planet is in crisis, that we as residents must take responsibility; Cityplan 91 is an opportunity to help alleviate the crisis. It's about "thinking globally and acting locally".

The Importance of Process

Developing a Green Scenario is pioneering work, but this does not mean that we have to start from scratch. There is considerable wisdom within the city about social problems, environmental issues, urban design, appropriate technologies, etc. We need to tap into this expertise.

The Healthy Cities initiative has demonstrated that Torontonians share a vision of the general direction in which they would like their city to go.

Building on this vision, the biggest challenge is to operationalize it. This is the contentious and difficult part, not surprisingly so, given that the Green Scenario departs so fundamentally from how we have done things in the past. In a very real sense, no one knows how to "green" the city. We do know that what we have been doing to date isn't working -- for the environment, for significant portions of the population, for neighborhoods and communities. What we need is creativity. We need to explore new avenues, guided by principles such as those being developed by the Taskforce. (To boldly go where few cities have gone before.)

Goals for Green Scenario

We need to manage growth in order:

ECONOMIC DEVELOPMENT

To provide for local production of goods for local consumption.

To preserve the present industrial base and promote new industrial activity thus ensuring an economic diversity within the city. It is necessary that industrial activities are compatible with neighbourhoods and the environment.

HOUSING\POPULATION

To ensure that every person in Toronto has housing at a standard defined by the United Nations. This requires an increase in the supply of low cost housing.

To ensure that sufficient land at appropriate densities is designated and appropriate zoning policies are in place in order to accommodate housing production at levels that will increase the proportion of journeys to work taken by foot or by public transit.

To ensure that population density is increased in the downtown area by utilizing the Main Streets development proposal.

To foster residential neighbourhoods and encourage a sense of community while not discouraging intensification.

To attain housing diversity while setting and meeting goals for affordable and social housing.

To protect existing rental accommodation by ensuring that landlords maintain properties and repair them when required.

DEVELOPMENT

To ensure that the community has full access to the planning process for the development of their neighbourhoods. In other words, the developers, planners and the politicians are accountable to the community.

To ensure that commercial development is not at the expense of community development. The private sector plays an integral role in the development of the central area. As it continues to develop office space and housing, it should be required make contributions towards the community needs for affordable housing, transit, child care, recreational and other community facilities.

To promote medium density and medium rise development.

To ensure that the first floor of buildings belongs to the community and is accessible to all.

To ensure that the railway lands and transportation corridor development does not continue to act as a barrier between the residents and the lakefront.

To ensure that every building contributes to the shaping of a positive outdoor space. A space in which it feels good to be.

To ensure that the processes of construction, demolition and renovation are ecologically sound.

To protect the historical heritage of the city.

To ensure that the streetscape is developed in such a way that direct sun light does hit the street.

To ensure that developers of residential areas provide for the encouragement of families, through financially assisting the provision of schools, community centres and recreational facilities including parks.

To ensure that all new developments have a net environmental benefit. Require publicly reviewable and appealable environmental assessments.

To ensure that performance criteria which embodies the social and environmental health of the community supercede existing zoning.

To ensure that traditionally disenfranchised groups, such as visible minorities, disabled, youth, women, and the homeless are consulted in the planning and development processes.

TRANSPORTATION

To ensure that when office, housing and industrial development occurs, there is required assistance from the developer for the improvement of public transit facilities.

To ensure that the Central Area does not continue to be the exclusive focal point for transit and that the sub-centres must have an increasingly significant role toward decentralization.

To ensure that transit needs are considered and met when housing, office and industrial development is proposed.

To achieve a reduction in the demand for automobile oriented commuting travel to and from jobs in the city.

To think of the city as a pedestrian city.

To maintain and encourage the growth that is taking place in the relative use (the "modal split") of public transit for commuting.

To improve public transit for circulation within the city of Toronto for all types of trip.

To improve the efficiency of streets for transit, bicycle and pedestrian movement.

To improve facilities and introduce regulation that will encourage pedestrian movement and bicycle use.

To foster a pedestrian, including cyclist urban environment.

To ensure that other levels of government are involved in the development of regional transit planning.

SOCIAL

To ensure that the integrity of neighbourhoods is maintained however that this does not preclude neighbourhoods refusing to develop for those who have special needs.

To develop open, affordable community space and recreation facilities that will serve a growing population.

To improve waterfront accessibility and use.

To ensure that city streets and public areas are safe for pedestrians, cyclists and residents through proper lighting, appropriate ground maintenance, provision of street furniture and safety conscious design.

ENVIRONMENT

To improve the urban environment by introducing programs and policies that will reduce airborne chemical, particulate and noise pollution.

To encourage waste separation at source (i.e. the individual, the family, the workplace, the community, the city) and recycling as close to source as possible.

To reduce river and lake pollution in order to improve water quality.

To enhance the existing natural environment.

To create qualitative standards for development which address air quality standards, recycling facilities, efficient energy systems, bicycle parking, rain water runoff systems and wheelchair accessibility.

To ensure that all new developments have a net environmental benefit. Require publicly reviewable and appealable environmental assessments.

COMPOSITE

To preserve and enhance the structure, affordability and quality of housing stock, office space, industrial plants, commercial services as well as community and neighbourhood facilities.

To aim for an environment that provide the pedestrian with visual pleasure and corporal ease.

To foster diversity. We need diversity of land uses, populations, species, employment opportunities, leisure activities, mobility,....

To ensure that industries which are not compatible with neighbourhoods are buffered from residential areas.

To enact a Bill or Charter of Rights that will protect residents and workers, as well as the neighbourhoods.

Toronto Fashion Industry Liaison Committee

1. City of Toronto Fashion Industry Liaison Committee

2. Fashion Industry

   Manufacturers
   Trade Associations
   Unions
   Designers
   Wholesalers
   Educational Institutions

3. FILC is an official sub-committee of Economic Development Committee and meets monthly.

   Issues are a summary of discussions which have taken place previously.

   Committee has 20 members

   Cityplan '91 surveys were distributed - did ask to be returned to Cityplan directly

4. Two issues (major):

   - Manpower
   - Industrial Space

   Suggests that Cityplan '91 contain protective land use measures

Toronto

Fashion
Industry
Liaison
Committee

Planning and
Development
Department
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100 Queen Street West
Toronto M5H 2N2
Telephone (416) 392-7571
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Liz Amer Co-chair

Metro Councillor
Dale Martin Co-chair

Brian Bailey
Roni Bregman
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Alexandra Dagg
Jeffrey Gertner
Barbara Isaac
Martin Kerman
Dan Krangle
Chris Kuzik
Frank Lederer
Steven Levy
Winnie Ng
Karyn O'Neill
Tony Pieggi
David Sebben
Bill Williams

CITYPLAN '91 SUBMISSION

The City of Toronto Fashion Industry Liaison Committee was established some 5 years ago to expand and promote the industry both nationally and internationally. The Committee has made great strides in solidifying the King/Spadina Fashion District with Fashion District street signs, new miniparks, an internationally recognized day care facility for garment workers, ESL classes, additional hydro vaults, and a Fashion Incubator. All subsectors of the industry are represented on the Committee.

Of key concern, as we move into the year 2000, for the members of the Committee are access to skilled, affordable manpower and to usable, affordable industrial space. Both are critical to the continued development of Toronto as a fashion design capital. Other issues include day care, affordable housing and transportation. However, this submission will concentrate on the two major issues only. The Committee's involvement in discussions regarding the Spadina LRT is well documented as part of that process.

1. Skilled/Affordable Manpower

The fashion industry by its very nature is labour intensive. Even in the most technically sophisticated plants, the human component is still high. This is due to the fact that Canadian manufacturers have maintained small manufacturing runs to supply a relatively limited market and to ensure greater flexibility where required.

Job categories in the fashion industry range from semi-skilled to professional to artistic. Currently, and for the foreseeable future, there is a crying demand for qualified semi-skilled and skilled workers. The local educational institutions, for various reasons - some of which are related to federal government funding - have stopped offering training in this area. And the employment situation in the Metro Toronto area is such that it is very difficult to attract even totally unskilled workers who could be trained by industry.

The Fashion Industry Liaison Committee has made this issue its number one priority for 1990 and is exploring such concepts as a technology centre and a model factory.

2. Usable/Affordable Industrial Space

The second issue vital to our industry is the availability of reasonably priced, well-serviced industrial space.

Real estate pressures on the King/Spadina Fashion District have been strong, especially with the completion of the Skydome and the continued westward expansion of the Central Business District. The resulting high rents have forced many well-established companies to relocate west of Spadina Avenue or move out of the City altogether.

Recent closures of long-time manufacturing firms are raising the spectre of demands to convert these mostly unimproved older buildings to non-industrial uses. We want to restate the Committee's commitment to the continued industrial use of the King/Spadina Fashion District and request that Cityplan '91 afford the area all the protective land use measures that are available.

Respectfully submitted,

Karyn O'Neill

Karyn O'Neill,
Executive Director,
Ontario Fashion Exhibitors.

Toronto Historical Board

1. Name of Organization

The Toronto Historical Board

2. Profile of Constituency

The Toronto Historical Board is a board of the City of Toronto with 17 members appointed by Toronto City Council to advise on all heritage matters.

The broader heritage community may be considered to consist of the members of a large number of groups and organizaitons similar to those listed in the Board's Mini Brief.

3. (a) Number of Meetings or Contacts Made

One meeting, with follow-up contacts with various representatives of the heritage community.

(b) Format of Meeting

Social get together with light supper, followed by regular meeting of Metro Area Heritage Groups. Main agenda item was presentation by Planning and Development Department and the Toronto Historical Board staff, followed by comments from those present.

(c) Number of People Involved

Over 20 people representing over a dozen different heritage organizations.

(d) Survey and Response to Questionnaire, if Applicable

Questionnaire distributed at meeting. Participants urged to respond. Interest in responding indicated. Follow-up calls indicate that reponses are forthcoming.

4. Summary of Issues Identified

A concern was expressed about the potential impact of the Main Streets Intensification Study on the City's built heritage.

5. Suggested Direction for Future Outreach

Similar meeting with the heritage community to present and discuss the report of the Task Force when available.

Toronto Historical Board

MARINE MUSEUM • EXHIBITION PLACE • TORONTO
CANADA M6K 3C3 • 392-6827 • FAX 392-6834

January 20, 1990

Cityplan '91 Office
75 Elizabeth Street
Toronto, Ontario
M5G 1P4

Reply Attn.: Marçia Cuthbert

Attn: Ms. Judy Matthews

Dear Ms. Matthews:

Re: Cityplan '91 - Mini Brief on Heritage Outreach Activities

On November 14, 1989, the Acting Director, Policy and Strategic Planning Division, City of Toronto Planning and Development Department, wrote to the members of the Cityplan '91 Task Force to provide an overview and interim report on the fall public outreach initiatives. It had been decided by the members at the full Task Force meeting in September 1989 that the primary focus of the fall public outreach would be directed toward the Task Force constituencies.

For the Toronto Historical Board, the outreach was to take the form of a meeting of all Metro area heritage organizations to discuss the Cityplan '91 issues and to distribute the Cityplan questionnaire: Each member of the Task Force was to provide a "mini brief" on the outcome of their outreach activities. This letter constitutes the mini brief requested.

The Toronto Historical Board made arrangements for Cityplan to be included on the agenda of a regular meeting of the Metro Area Heritage Groups. The meeting was held at the Archaeological Resource Centre, 840 Greenwood Avenue, at 6:30 p.m. on Tuesday, November 28, 1989. Over 20 people were in attendance, with representatives of over a dozen heritage organizations including: The Archaeological Resource Centre, Toronto Board of Education; the West Toronto Junction Historical Society; The Community History Project; The Ontario Archaeological Society, Toronto Chapter; The Women's Canadian Historical Society; The Monarchist League, Metro Toronto Branch; The Ontario Geneological Society, Toronto Branch; The Clans and Scottish Societies of Canada; The Ontario Historical Society; Montgomery's Inn; The Architectural Conservancy of Ontario; The United Empire Loyalists, Toronto

Branch; The Ontario Society for Industrial Archaeology; and the Toronto Historical Board.

A member of the staff of the City of Toronto Department of Planning and Development made a presentation on the Cityplan '91 process. The members of the heritage organizations were invited to make submissions to the Cityplan '91 office and copies of the questionnaire were distributed at the meeting. A member of the staff of the Toronto Historical Board made a presentation about the Board's involvement with the work of the Quality of Life Sub-Committee of the Cityplan '91 Task Force on which the Board is represented.

A discussion of the issues followed with much interest being expressed by the participants. A subsequent follow-up indicates that minutes of the meeting and completed questionnaires or submissions from the various heritage groups will be forthcoming.

Yours sincerely,

R. Scott James,
Managing Director

MC:rc

copy: Dr. Mima Kapches, Toronto Historical Board
Mr. Stephen Otto, Toronto Historical Board
Mr. John Ota, Toronto Historical Board

Toronto Home Builders' Association

TORONTO HOME BUILDERS' ASSOCIATION

1. Name of organization:

   TORONTO HOME BUILDERS' ASSOCIATION

2. Profile of constituency represented:

   FOUNDED IN 1921, THE THBA REPRESENTS MORE THAN 900 MEMBERS - BUILDERS, DEVELOPERS, RENOVATORS, SUB-CONTRACTORS, ARCHITECTS, PROFESSIONALS, SUPPLIERS AND MANUFACTURERS - MAKING THE THBA BY FAR THE LARGEST AFFILIATE OF BOTH THE ONTARIO AND CANADIAN HOME BUILDERS' ASSOCIATIONS. MORE THAN 80% OF ALL NEW HOMES IN THE GREATER TORONTO AREA ARE PRODUCED BY THBA MEMBERS. OUR MEMBERS ARE ALL PROFESSIONALS WHO LIVE UP TO OUR CODE OF ETHICS. AS THE VOICE OF THE RESIDENTIAL CONSTRUCTION INDUSTRY IN THE TORONTO AREA, THBA IS COMMITTED TO FORGING THE LINKS THAT WILL ENABLE OUR INDUSTRY TO BETTER RESPOND TO THE NEEDS OF THE HOME-BUYING PUBLIC AND SOCIETY AT LARGE.

3. (A) Type/number of meetings/contacts made.

   3 MEETINGS WERE HELD. 1 WAS PART OF A REGULAR MEETING OF INDIVIDUALS INVOLVED IN CONDOMINIUM DEVELOPMENT, APPROXIMATELY 50 PEOPLE ATTENDED. 1 WAS PART OF A REGULAR MEETING OF INDIVIDUALS INVOLVED IN RENOVATION/REDEVELOPMENT, APPROXIMATELY 30 PEOPLE ATTENDED. 1 WAS A SPECIALLY CALLED MEETING OF BUILDERS AND ARCHITECTS WHO WORK PRIMARILY IN THE CITY OF TORONTO, 12 PEOPLE ATTENDED.

   (B) Surveys and Responses to questionnaires.

   1200 QUESTIONNAIRES WERE MAILED OUT TO OUR MEMBERSHIP.

4. Summary of issues identified and proposals made.

   SEE ATTACHED DISCUSSION PAPER.

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CITYPLAN '91 REVIEW - CITY OF TORONTO

SUBMISSION BY THE TORONTO HOMEBUILDERS' ASSOCIATION

JANUARY 19, 1990

INTRODUCTION

1. The Toronto Homebuilders' Association (THBA) welcomes this opportunity to make a contribution to the Cityplan review process. Our organization comprises close to 1000 members and, over the past 10 years, we have attempted to promote not only the interests of the members, but also to initiate programs intended for the general betterment of the community. We call this our Vision 2000 strategy. We recognize that the economic and social health of the community is ultimately the source of our opportunity, as homebuilders, to grow and prosper. In short, we want to help keep Toronto a great place to live.

2. In January 1988, THBA initiated a "Charrette on Affordable Home Ownership" - a brainstorming session that was sponsored by THBA, the Ontario Ministries of Municipal Affairs and Housing and C.M.H.C. The Charrette was attended by builders, developers, planners, architects, housing experts, marketing experts and experts in related fields. There were four task forces, organized by topic area: Starter Homes, Intensification, Seniors and Housing Policy. While oriented to the entire metropolitan region, many of the conclusions of the charrette are pertinent when discussing the future of Toronto's Central Area.

3. The comments which follow are organized under a series of headings. The first five relate to our most obvious area of interest, i.e. housing; the balance relate to the economy and transportation.

MAIN STREET INTENSIFICATION

4. THBA has followed with interest Councillor Gilbert's Main Street Intensification initiative, and has noted the support displayed for this

concept by both City and Metropolitan Toronto planning staff. The Charrette produced similar conclusions: that existing commercial strips could be rejuvenated by the addition of housing on upper floor levels of mixed-use buildings. Such housing would be particularly suitable for seniors and others requiring only small units with limited car parking.

5. The Main Street Intensification concept has many advantages which will not be reiterated here. THBA believes, however, that the Cityplan process provides a timely opportunity to incorporate, into the Official Plan, a policy which embraces the Main Street intensification strategy. To be successful, the implementation of the strategy should not be tied to a single built form (e.g. five-storeys). Nor should it require direct participation by the public sector by way of expropriation. A variety of approaches should be considered.

6. To facilitate private sector involvement, THBA would advocate innovative approaches to density that would deal with the two most significant hurdles: the problem of land assembly, and the problem presented by the "Not In My Back Yard" (NIMBY) syndrome.

7. One approach that should be examined is the assignment of redevelopment density to an entire block that abuts an arterial road with adequate transit service. Assume that the block is divided equally between commercial strip properties fronting on the arterial, and single-family residential properties fronting onto a local residential street, parallel to the arterial. The blocks further back from the arterial are developed for low-density residential uses.

8. In such a block, the assembly of all of the commercial lands for an intensification project would be an herculean task, particularly given the likely value of at least some of the businesses. However, it could be entirely feasible for, say, several commercial properties including one of the corners to be assembled to produce a realistic development site. The density policy could be structured in such a way as to allow density rights

to be transferred within the block, as follows:

a) from other commercial properties (that will not be redeveloped) to the development site

b) from residential properties (that will not be redeveloped, or, if redeveloped, in a manner in keeping with the existing built form of the neighbourhood) to the development site.

9. The approach described above would make adjacent residential property owners direct participants in the redevelopment scheme. By negotiating the sale of their density rights (which could only be utilized in conjunction with an adjacent "Main Street" property), the residents would be able to influence the built form of the project in a manner that protects their interests, and receive financial compensation for effects on views and privacy. These negotiations have the potential to produce important benefits and should be seen in a positive light.

10. An approach of this kind would facilitate increasing the depth of properties fronting on the "Main Street", thereby increasing site planning flexibility, while maintaining the livability of the low density residential component on the local residential street.

11. The approach would also help maximize housing production by facilitating greater building heights. Greater intensity of development is essential for affordable housing to be produced.

12. THBA recognizes that for any system of density allocation, whether it be bonusing, transfers or arrangements of the kind described above, has to occur within a proper policy framework. The policy has to spell out the benefits that are sought, and the density incentives that are offered. Such a framework can ensure that a full range of planning objectives are met, would keep private sector expectations in line, and would eliminate the "back-room deal-making" image that has characterized the use of density incentives to date.

RESIDENTIAL NEIGHBOURHOOD INTENSIFICATION

13. One of the great successes of the Central Area Plan has been the preservation of a number of low-density residential neighbourhoods. Given the advantages of inner-city living and the rise in land values, the social make-up of these neighbourhoods has changed over time, but their physical character has been maintained and enhanced over the years. THBA supports the continuation of this policy, but suggest that the Official Plan should be refined to lend more positive support to intensification initiatives that fit in with the established character of the neighbourhood and that address the evolving housing needs of Toronto's residents.

14. The splitting up of existing houses into two or more units with at most, relatively minor additions, has been allowed in some areas by the Zoning By-law for many years. Official Plan support and Zoning By-law amendments should, however, be implemented to facilitate more extensive use of basement areas for small units. As was noted by the Interdepartmental Task Force on Affordable Housing in 1982, minimum unit sizes in the Zoning By-law really serve no practical planning function given Building Code and other regulations. Also, the inclusion of basement floor areas, once converted for non-accessory residential use, in Gross Floor Area calculations, has the effect of discouraging conversion. While much has been done in the area of Zoning By-law reform, much more needs to be done to ensure that the Zoning By-law does not stand in the way of improvements that make sense and that can help increase the stock of affordable housing.

15. Another area that requires investigation is the prohibition of the "house behind a house" provision in the Zoning By-law. Official Plan guidance needs to be provided to allow coachhouse type and lane-oriented housing to be realized, provided appropriate standards are met. At the Charrette, it was noted that garages and sheds can be converted or redeveloped to provide new dwelling units, and the example of the lane behind Hampton Avenue in Riverdale was cited.

16. Without a supportive Official Plan, intensification efforts are seriously undermined at hearings before both the Committee of Adjustment and the Ontario Municipal Board. The Official Plan must be revamped to balance the objectives of neighbourhood preservation and intensification. This could include the identification of appropriate circumstances for the relaxation of Gross Floor Area and parking standards. There should also be a policy dealing with the issue of neighbourhood character and allowing for a measure of diversity in built form characteristics.

17. The Provincial Housing Policy Statement and its implementation by way of housing intensification should also provide an impetus for the review of Building Code requirements for new construction. The Charrette concluded that the Code constrains unnecessarily the use of innovative technology and products and that the work of the Steering Committee on Regulatory Reform should be significantly expedited.

OTHER HOUSING OPPORTUNITIES

18. More housing in the Central Area makes sense from a variety of perspectives: commuter travel is reduced by providing homes closer to places of work, use of existing hard and soft services is maximized and a more vibrant and safe downtown is created by "after-hours" activity. Planning efforts should be directed towards achieving as much mixed use, environmentally responsible development as possible.

19. When the Central Area Plan was heard by the Ontario Municipal Board twelve years ago, two of the City's expert witnesses stated that, in the longer run, they expected that additional industrial lands would have to be made available for housing. THBA believes that the appropriate time has now arrived for selective allocation of industrial land to other uses including both housing and a wider range of job types.

20. In some areas, such as King-Spadina, it may be possible to continue to permit a mix of industrial and residential uses through some kind of

density mixing formula. To help ensure compatibility between the two uses, it would be possible to require that residential uses be located above a certain height limit, in order that residents are not so directly disturbed by loading activities etc. A positive approach of this kind could stimulate investment in the industrial area, thereby making the best use of valuable land with superior transit access.

21. THBA supports strongly the initiatives of the City to increase substantially housing densities in areas of the Central Core where transit and community facilities are available. Density incentive policies could be particularly beneficial in such areas.

22. Another opportunity exists at the Toronto Island Airport. The airport could be relocated to the port area, freeing up this large and very desirable area of land for an extension of the Bathurst Quay residential neighbourhood. The channel could be relocated southerly to enable good access to the airport lands, and provide an appropriate boundary between the residential uses and the island park system.

UNIT SIZES

23. THBA recognizes the demographic trends that have resulted in a need for smaller, more affordable units and support changes to density formulae or regulations that will remove disincentives to the provision of a greater proportion of smaller units. THBA recommends, however, that monitoring be instituted to ensure that a wide range of unit sizes continues to be provided in accordance with Provincial Housing Policy objectives.

THE DEVELOPMENT REVIEW PROCESS

24. An important conclusion of the Charrette was that the development review process must be expedited in the effort to provide more affordable housing. There is no question but that delay adds to the cost of the unit; in most instances, delay does nothing to further the public interest. THBA

supports the fast-tracking of housing applications and the imposition of firm deadlines for commenting by various agencies. Failure to comment before the deadline would be construed as a lack of objection to the proposal.

AN ECONOMIC DEVELOPMENT STRATEGY FOR THE CENTRAL AREA

25. As housebuilders, we have a direct stake in the economic health of the metropolitan region, an important component of which is the dynamic business and financial sector which is largely concentrated in Toronto's Central Area. THBA are concerned that the economic role of the Central Area has been largely ignored in discussions to date. In the face of the Free Trade agreement, and increasing competition from American financial centres, we feel that the City cannot afford to make this mistake.

26. The economic health of the community cannot be taken for granted. We all depend on growth in the economy for new employment and housing opportunities, and to provide a funding base for civic/infrastructural improvements.

27. The new official plan for the Central Area must be founded on an economic development strategy that makes enough land available at adequate densities for both the primary office uses, and for various support services.

28. To better focus the efforts of the City in this regard, THBA recommends the establishment of an economic development agency within City Hall. Such an agency could identify criteria for the evaluation of the economic benefits that can be expected from significant projects, and to facilitate or provide incentives for their implementation.

TRANSPORTATION

29. The ability of the City to intensify its "Main Streets" and its residential neighbourhoods is founded on its superior transit system. In the future, better use of the road network will have to be made in improvements to the transit system. These may take the form of bus lanes, or, even reserved lanes for taxis or car pools. It would accordingly be short-sighted to neglect making improvements to the road network; new connections should continue to be evaluated and implemented where appropriate, in concert with public transit improvements. This approach will serve both the private and public transportation needs of the future.

CONCLUSION

30. In conclusion, THBA are strongly supportive of measures aimed at increasing the housing stock in most parts of the Central Area in order that the evolving needs of Toronto residents may be better served. This can be accomplished with jeopardising the low-density residential neighbourhoods, the preservation of which was a major success of the 1976 plan.

31. Innovative density mechanisms should be explored, particularly in relation to Main Street intensification efforts where land assembly and the NIMBY syndrome could frustrate the realization of significant planning opportunities. A density incentive policy framework is required to help ensure an equitable and open process of density assignment and confidence in the planning system.

32. Finally, the economic health of the city needs to be given prominent attention in the planning process for the Central Area. Only sustained economic growth will provide the foundation necessary for the achievement of important housing objectives.

Toronto Recycling Action Committee

Submission included as part of the Quality of Life Principles report.

Toronto Society of Architects

Participating in Toronto Visions Urban Design competition.

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Urban Development Institute

Urban Development Institute/ONTARIO

1. Urban Development Institute/Ontario
   Managing Growth Subcommittee

2. A non-profit association comprising firms engaged in the land development and consulting-related fields.

3. a) Approximately 10 Committee meetings, often with guest speakers from City of Toronto Planning staff.

   c) Active people on Committee - 10 - 12

4. See attached submission on Principles and Goals.

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The Urban Development Institute/Ontario is pleased to present its views on the issues affecting the planning for the central area of Toronto. Our vision, described in the attached report, is highlighted below.

Executive Summary

- The economic role of the Central Area in providing employment opportunities for almost 400,000 people is as important a facet of city life as its social, cultural and physical make-up.
- The concept of a strong financial core is a time-honoured business tradition which reflects the fact that the core serves a unique role that should be maintained if Toronto is to continue as a major economic centre in Canada.
- The capacity to expand facilities for the financial and service industries in the Central Area needs to be available to meet anticipated demand in the 1990's.
- The Central Area is a unique marketplace which attracts businesses and people who need to be in close proximity to each other. The density strategy for this area needs to be thoroughly studied with a view to making the most of the GO/TTC transit systems.
- More housing should be encouraged in the Central Area to bring a vibrancy to the downtown community and to help reduce commuting pressures on our transportation system.
- An adequate supply of housing on the market in any given area is the best way of keeping housing costs as low as possible.
- A study of the industrial zoned land should be undertaken with a view of taking the least viable and least productive industrial land and rezoning it for housing.
- There needs to be a clear and concise formula of incentives, exactions and linkages that are applicable to various types of development so that they can be fairly and uniformly applied. U.D.I. believes that any such incentives, exactions and linkages should be a part of a co-ordinated policy and should be related to needs which arise from the development of the Central Area.
- Environmental objectives can best be served by focussing on the improvement and efficient utilization of public transit and creating less dependency on the automobile as a main means of transportation in the Central Area.
- Waste recycling and energy conservation technologies should be encouraged for all forms of development: residential, institutional and commercial.

SUMMARY OF POSITION
OF THE URBAN DEVELOPMENT INSTITUTE/ONTARIO
WITH RESPECT TO SEVERAL CRITICAL ISSUES
AFFECTING THE PLANNING FOR THE CENTRAL AREA

CITY OF TORONTO - CITYPLAN '91 PROCESS

1. THE ECONOMIC ROLE OF THE CENTRAL AREA

1.1 An All-Encompassing Vision

U.D.I. believe that the vision for the future of the Central Area has to be all-encompassing in nature; it has to address not only social, cultural and physical planning goals, but also the economic role that the Central Area is expected to play.

In the 1976 Plan, the Central Core is described as containing "the major administrative centres of national financial activity". The Central Area is described as "the major employment and service centre and a focus for community life for the City and the metropolitan area." The Plan goes on to assign first priority for office development to the Financial District and indicates that there will be as-of-right zoning to "facilitate the provision of a ready supply of office space" for the financial sector. This readiness to accommodate the financial sector is balanced, on the other hand, by policies for office deconcentration.

The main themes of the Cityplan review are "managing growth", "quality of life", and "social equity." In U.D.I.'s view, it is important that the City sustain, as much as manage, economic growth. Growth needs to be viewed in a positive light.[1]

The Framework report acknowledges that "the financial core of Toronto is now an important player among second tier financial centres in the world." It is essential that this role be recognized and promoted, and that the growth prospects of this key employment and wealth-generating sector continue to be appropriately accommodated by local land use regulation. The provision of office accommodation, at a reasonable growth rate and concentrated in areas well served by the subway, should be encouraged rather than tolerated.

1.2 Deconcentration not Questioned

In stressing the role of the Central Area, U.D.I. make no criticism of the role of sub-centres and business parks located throughout the metropolitan area and beyond. It is entirely appropriate that alternative office development opportunities be available for those operations that do not need the face-to-face contacts offered by a Central Area location, and that can achieve better economies in a suburban location. However, the unique locational attributes of the Central Area will continue to attract employment, particularly in the financial and business service sectors which continue to concentrate their activities here.

It is important to note that the deconcentration of offices was not a government-initiated phenomenon. There were, and there continue to be, strong market forces favouring the decentralization of certain office functions, particularly of lower-order clerical and data processing operations, to suburban locations. The role of government in this phenomenon has been to attempt to attract (not direct) some of this deconcentration to locations better served by rapid transit, i.e. the sub-centres, while not denying office growth in the auto-oriented business parks. The role of government has accordingly been to improve on the range of options for deconcentration, thereby enhancing its attraction for office employers.

U.D.I. advocate a continuation of this approach with respect to the Central Area. The element of choice in office location should be preserved. The success of the deconcentration strategy will be ensured by factors other than the restriction of office supply in the Central Area.

1.3 The Central Area Needs Room to Grow

The business/financial sector is the prime user of office space in the Central Area. This sector is transaction-oriented and is highly dependent on face-to-face contact, despite the growth in telecommunications technology. The need for face-to-face contact is evident in the preparedness of this sector (which includes bankers, investment dealers, lawyers and accountants) to pay the relatively high cost of doing business in the core.

All future options for the Central Area should address the need for an adequate supply of potential sites at appropriate densities, to allow the continued, steady growth of economic activity in the Central Area. Planning efforts must recognize the planning benefits of the continued evolution of high density, concentrated development in the core of the City.

To this end, basic density rights should be carefully examined to ensure that they are high enough to secure desirable development in proximity to the rapid transit system. The most intense use should be made of the limited number of sites within walking distance of the subway. The boundaries of the Financial Core should also be reviewed to ensure that an adequate number of sites are available to serve growing demand expected in the coming decade and into the next century.

2. TRANSPORTATION

2.1 The Central Area's Unmatched Transit Infrastructure

The Central Area is at the hub of the metropolitan area's public transportation system. The Central Area is also at the hub of a number of rail corridors that provide the key to the extension of public transportation in the future. Given the massive public investment that has created the existing transit system, and given the potential for improvements to GO transit services, there is a strong public financial interest in continuing to accommodate employment growth in the Central Area.

One of the reasons for creating metropolitan sub-centres was to achieve better use of existing public infrastructure. In particular, such sub-centres were seen as generating subway ridership in the opposite direction to the main peak-hour flows. While this is the case, transit accessibility and transit modal split will never be as high in the suburban sub-centres as they are in the Central Area. Road congestion and relatively limited opportunities to expand rapid transit, will ultimately limit the growth of employment activities in suburban locations.

2.2 Uncertainty of Future Transit Demand and Investment

U.D.I. understand the need to manage office employment growth in relation to transportation capacity in the Central Area. As noted in the Downtown Employment Study, however, a number of factors are at work which make predictions of transportation demand a very difficult task. In particular, there is continuing uncertainty as to the upgrading of public transit services which would have the effect of increasing transportation capacity. Both Metro and the City appear to have accepted that it is inappropriate to attempt to schedule particular transportation improvements, and that the need for new facilities must be continuously monitored.

In circumstances such as these, it is difficult to forge a new relationship between development levels and transportation capacity. It is U.D.I.'s position, however, that if development review levels are adopted to replace those now contained in the Central Area Plan, there should be some correlation with projected office absorption rates. In 1988 Metro estimated that there would be transportation capacity for 6 to 10 years of additional office development at current absorption rates; it would accordingly be inappropriate to restrict development approvals to an arbitrary annual amount that will not meet the needs of the financial/business sectors. Ironically, artificial restrictions in the supply of office space could lead to a decline in floorspace/worker ratios, rather than to a deceleration of employment growth and related transportation demand.

3. HOUSING

The Official Plan recognizes the Central Area as a major residential area, and the success that has been achieved in boosting the residential population of the Central Area is well documented.

Important benefits flow from increasing housing supply in the Central Area.

City, Metropolitan and other studies have noted the significant role that residential development in the Central Area can play in reducing commuter travel. Indeed, additional housing is being recommended throughout the metropolitan area to make better use of transportation and other infrastructure.

Residential intensification measures in the Central Area can make an important contribution to housing supply, the shortfall in which is the root cause of the housing affordability crisis. U.D.I. have consistently recommended measures to increase housing supply as the only effective way of dealing with the housing problem. Major housing development in the Central Area makes particular sense in view of the relative lack of infrastructural constraints when compared with the urban fringes of the Greater Toronto Area.

Further, increasing housing supply helps ensure a vibrant Central Area that does not shut down when the offices close. And finally, the provision of a range of housing opportunities in proximity to the workplace is an important consideration for firms that are considering moving into the city, or that are reviewing their locational requirements.

U.D.I. strongly support additional residential development in the Central Area and recommends that studies be undertaken to determine the feasibility of substantially increased housing production in the Central Area as a means of addressing transportation and housing affordability objectives. These studies should focus on two major areas:

a) increased densities for residential development such as those that have been considered in the Bay Street corridor. From a built form and impact perspective, the Central Area has a much greater capacity to absorb higher densities than other parts of the city.

b) the redesignation of industrial lands for housing. The industrial lands of the City provide a major opportunity to increase housing supply.

The studies recommended above would provide a firm foundation for the adoption of densities and targets for housing production in the Central Area. It is important that these issues be resolved in the context of the Central Area Plan, and that implementing zoning be put in place. This will facilitate the production of housing on individual sites, and eliminate the costly delays incurred in the processing of rezonings for specific sites.

4. INDUSTRY

City reports have identified the retention of industry throughout the city as an important social goal, but have noted the decline of the manufacturing sector as a source of employment. Employment gains are in various activities which have been classified as "non-manufacturing industrial" uses which include office-type uses such as data processing and automotive uses (car dealerships, car rentals etc.).

U.D.I. agree that much additional information would be required to substantiate the need to preserve industrial land in the Central Area, particularly in view of the changing composition of the so-called "industrial" workforce. In addition it has to be recognized that the City of Toronto is not an "island unto itself". It is part of a large metropolitan area with numerous areas designated for industry; no information has been presented indicating the extent to which City of Toronto residents rely on industrial employment opportunities located within the Central Area as opposed to other locations within the metropolitan area.

In his contribution to the 1984 Toronto Neighbourhoods Conference, organized by the City of Toronto, Frank Lewinberg stated that "the economic reality is that it is not feasible for industry to remain in the inner city and for industrial areas to remain unchanged ... Strong pressures exist to change to office and housing development in areas like King-Spadina. ... The city's policy of maintaining the industrial zoning and encouraging the preservation of industry has not, nor can it, succeed in stemming the outflow of industry ... In the end, the economic forces will be too strong and as everyone knows and expects, economic forces will win out ... What planning cannot do is to save the industries ... the City now has the opportunity to think through creative solutions to the development of the industrial areas."

In the past, the City of Toronto has recognized the demand for housing in the Central Area by redesignating land previously earmarked for industrial purposes (e.g. St. Lawrence, Ataratiri). The Plan for the Central Area should not inhibit future responses of this kind given the strong public interest in the steady growth of the office sector and the provision of housing. The Plan should instead seek to realize the potential of the industrial areas, or, at least, portions thereof, to accommodate a wide range of land uses.

5. INCENTIVES AND EXACTIONS

5.1 A Framework is Required

Much discussion in the Cityplan process has focussed on density incentives and development exactions. These are very important subjects which U.D.I. feel should be dealt with comprehensively and within a single policy framework. To dispel the negative image of "deal-making" and to ensure equitable and consistent implementation, it is essential that all rules and expectations be set out in advance.

5.2 Bonuses

In the "Framework" report, it is noted that one of the main failures of the 1976 Plan has been the lack of construction of social (i.e. assisted) housing. The City has not been successful in securing the resources to build housing of this kind, and the private sector has not been interested in pursuing the 25% density bonus allowed by the Official Plan.

Success in securing social housing has been achieved, however, and with developer co-operation, in several instances where increased commercial densities were allowed. For example, the Bay-Adelaide development was awarded a 1.67 F.S.I. commercial density bonus in exchange for the provision of a site for assisted housing.

U.D.I. support incentive mechanisms of this kind, and would welcome an opportunity to participate in the formulation of a bonusing policy along the lines suggested in the "Framework" report (see U.D.I. letter dated Nov. 8, 1988). The bonusing policy would deal with affordable housing and other public benefits e.g. cultural facilities, heritage conservation.

There has been some criticism that the commercial densities resulting from bonuses are too high. It is U.D.I.'s view that the level of concentration of employment that is produced by these densities is a highly desirable phenomenon from the perspective of both the public interest and the private sector.

Higher concentrations in proximity to the rapid transit system help ensure the achievement of higher transit modal splits. Higher densities also enable office employment growth to be contained within a relatively small area, thereby allowing other sites in the Central Area to be allocated for housing and other diverse uses.

As long as there are appropriate built form enhancements to create satisfactory, street-level (and, in the Financial District, below-grade) pedestrian environments, the higher densities can be satisfactorily accommodated from an urban design perspective.

5.3 Linkage

The Province and the City are undertaking a housing-employment linkage study which would "establish the relationship between non-residential development and the City of Toronto's housing market". U.D.I. are encouraged to note that the study is intended to be broadly based and will examine the contribution of all employment-generating activities to housing demand.

It is U.D.I.'s view that the shortfall of affordable housing results not only from a buoyant economy attracting immigration, but also from restrictive planning policies, government programs such as rent control, and procrastination in the provision of physical infrastructure. These conditions are created by society and its government at large, not by any single growth industry within the private sector. Accordingly, the burden of providing affordable housing should shared as fairly as possible.

U.D.I. would welcome the opportunity to participate in this study.

6. ENVIRONMENT

From a regional perspective, one of the most sensible ways to minimize or reduce adverse environmental impact of development is to concentrate employment activities in locations best served by the rapid transit system. Only in this way will energy resources be best conserved and air pollution kept in check. U.D.I.'s approach, i.e. to take full advantage of the density potential of the Central Area, is accordingly a sound one from an environmental point of view.

As building owners and managers, U.D.I. members are supportive of measures to increase energy efficiency in buildings and provide waste recycling facilities.

U.D.I. are concerned however regarding the possibility of additional delay that would be caused by the introduction of municipal environmental impact procedures. In a similar vein, U.D.I. are opposed to provincial proposals to amalgamate the Environmental Assessment Act and the Planning Act. U.D.I. believe that a balance has to be struck between the need for public scrutiny and the need for expeditious decision-making; the introduction of more cumbersome procedures is not called for.

7. PROCESS

U.D.I. are very concerned about the Cityplan process which covers a wide range of subjects, only some of which will ultimately be reflected in the new official plan. There is a pressing need to carry out the review as expeditiously as possible, but the lack of focus will hamper the resolution of conflicting goals and priorities.

8. CONCLUSION

In conclusion, U.D.I. advocate a positive attitude to growth in the Central Area in recognition of its role as the business heart of Canada. The continuing concentration of high density development in the core is what the business community wants; it is also the most supportable planning scenario given the configuration of the TTC/GO rapid transit systems. Transportation impacts can be further mitigated and the vitality of the core enhanced by allocating more land for higher-density housing.

It is U.D.I.'s hope that the Cityplan review process will become more focussed in the coming months, and that the preparation of a new official plan will be accorded top priority. There has been a great deal of discussion and many ideas have been exchanged, but much work remains to be done. In particular, a comprehensive density strategy has to be worked out. This would include a bonusing policy and a re-evaluation of basic density rights with a view to ensuring that they are high enough to realize important objectives.

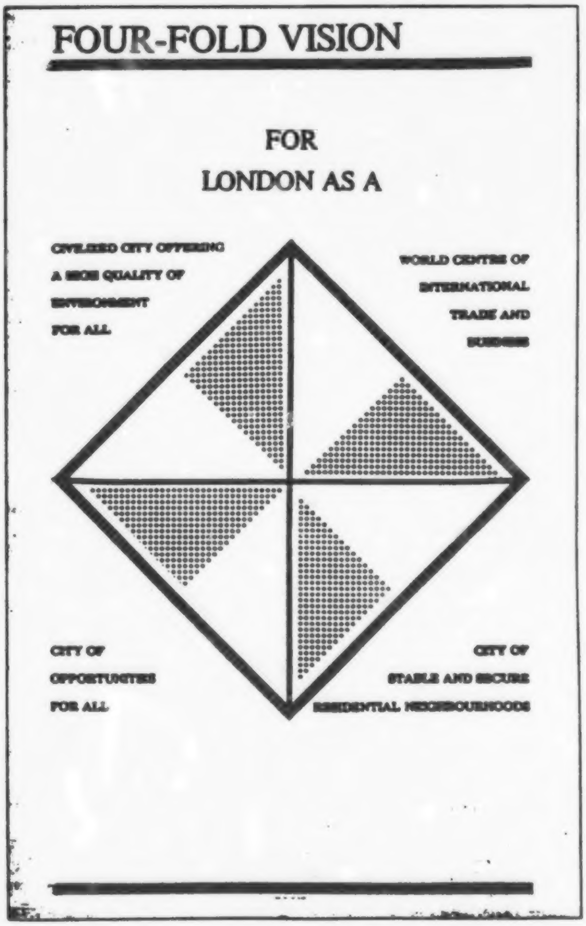
U.D.I. welcome the opportunity to make this submission, and are ready to participate further as the process evolves.

NOTE

1. As a demonstration of what is meant, one might examine the Strategic Planning Advice (1988) for the greater London area in England. The Advice was formulated by advisory committee, and was unanimously endorsed by all 32 London boroughs and by the City of London. The central opening theme of this advice is as follows:

"Planning and development in London should be guided by a fourfold vision of London in 2001 as a civilized city offering a higher quality of Life, as world city of trade achieving sustained economic growth, a city of stable and developing residential communities and a city offering greater opportunities for all."

It is interesting to note that two of the main themes of Toronto's Cityplan review are contained in greater London's vision, (i.e. "quality of life" and "social equity"), but the third, "sustained economic growth", is not. London's view of its financial role is a positive one that does not take its role as a financial centre for granted.


FOUR-FOLD VISION
FOR
LONDON AS A
CIVILIZED CITY OFFERING
A HIGH QUALITY OF
ENVIRONMENT
FOR ALL
WORLD CENTRE OF
INTERNATIONAL
TRADE AND
BUSINESS
CITY OF
OPPORTUNITIES
FOR ALL
CITY OF
STABLE AND SECURE
RESIDENTIAL NEIGHBOURHOODS

Ward 5

NOTES FROM CITYPLAN '91 NEIGHBOURHOOD OUTREACH MEETING
"WARD 5 RESIDENTS ASSOCIATIONS"
SEPTEMBER 11, 1989

Present: Councillor Elizabeth Amer, Chair
John Gladki, Director, Cityplan '91
Christina Chu, Cityplan '91 Task Force, Ward 5 Resident
Ed Wright, Cityplan '91 Task Force, Ward 5 Resident
Dick Nellis, Sussex-Ulster Residents Association
Stephen Van Beek, Huron Sussex Residents Organization
Kay Parsons, Grange Housing Work Group
Gretia Mayers, Draper Street Residents Association
Neil Wright, Harbord Street Association
George Traini, Henry Street Residents Association
David Charlesworth, Bathurst Quay Neighbourhood Assoc.
Bill Phillips, Harbourfront Residents Association
Bill & Shirley Beatty, Grange Housing Work Group
Bill Freeman, Toronto Island Residents Association
David Perlman, Kensington Community Association
Allan Schwam, Kensington Residents Association

Regrets: Sherman Middleton, Alexandra Park Residents Association

* * * * * * * * * * * *

1) Councillor Amer called the meeting to order.

2) Description of Public Outreach Process: Phase 1

After welcoming the participants, the meeting began with John Gladki, the City Planning and Development Department's Director for Cityplan '91, who presented an outline of Cityplan's public outreach program:

a) reference groups (such as the Ward 5 Council of residents groups) would meet and decide whether or not to make a submission to the Cityplan Task Force;

b) a compendium of views would then be prepared for the Task Force by the planners.

This would be the first stage of public outreach.

3) Response by Ward 5 Neighbourhood Organizations

After John Gladki's presentation the participants briefly described the main objectives of their organizations. They then discussed how the writing of the new Official Plan for the Central Area could help local organizations achieve their objectives. This was followed by a discussion of how residents and community organizations would like to work with the City in creating the plan. The following are brief notes from these discussions.

Planning Issues

Bill and Shirley Beatty expressed strong opposition to spot zoning. Bill Beatty complained that zoning was not enforced. He cited the case of his neighbours who were allowed to abuse the City building rules. He feels that his neighbourhood (Grange) is being over-intensified.

Gretia Mayers reported that Draper Street residents had fought against the domed stadium in its present location. Now her street, which has little parking, no garages, and no backyards, is overrun by Skydome traffic.

George Traini commented that one group on his street emphasizes development while his group wants development slowed and wants to keep kids in the neighbourhood. He said that the Committee of Adjustment should be involved in the official plan process. Past Committee of Adjustment variances granted to developers has resulted in a lack of protection of residential areas and inconsistent densities and roof lines. Traffic is a concern on Henry Street. George Traini is concerned about building over density. He thinks that one times coverage should be honoured. He feels his neighbourhood will be unliveable within the next year.

Neil Wright described the Harbord Street Association as progressive. While the emphasis is on business, it is integrated with the University of Toronto and acts as a buffer zone between Bloor and College streets. They promoted non-profit housing on commercial land. Business people and residents work together. They have consulted on the Spadina LRT and are part of the University of Toronto liaison committee.

Dick Nellis described the Sussex Ulster Residents Association as almost exclusively residents. Institutional expansion is a problem in this neighbourhood. Problems arose under the last official plan because citizens were not involved in writing it. A lot of time and money are spent at the O.M.B., Committee of Adjustment and Land Use Committee.

Ed Wright explained that the Brownstones of Soho organization wants to maintain and improve their environment and to maintain the dynamism and residential character of the neighbourhood. They also act as a social organization. He also attends the Grange Housing Work Group meetings (this is an umbrella group of area residents groups).

Bill Phillips mentioned that his group is a completely mixed group--from condo owners to co-ops to Cityhome tenants--in a new neighbourhood (Harbourfront).

Kay Parsons, a long-time resident of the Grange area and a Cityhome tenant, is a member of the Grange Housing Work Group and staff at the University Settlement-House. The work group's objective is to provide housing for low to moderate income people in the neighbourhood.

Stephen Van Beek of the Huron Sussex Residents Organization spoke of its attempt to resist the incursion of the University of Toronto, which is trying to displace tenants in order to facilitate long-term development plans. The HSRO also has problems with local speculators trying to force zoning changes. He is concerned that there will be conversion to commercial rather than preferred residential uses.

David Charlesworth expressed concern about air pollution levels and suggested consideration of some kind of ban on private cars.

Participation in the Cityplan '91 Consultation Process

Christina Chu, who represents Ward 5 residents on the Cityplan Task Force (with Ed Wright as an alternative), asked for guidance as to how people would like to participate in the Cityplan process.

There was a general feeling that the experience of official public consultation processes in the past had been wasteful of their time and did not produce a plan which reflected residents' views. Noted in particular was the Spadina LRT process which has left residents feeling angry, frustrated and unwilling to participate further.

Having expressed this frustration clearly, the residents still expressed a desire to be kept informed. Several are participating in the work of the Task Force. Some thought that another meeting of the group might be useful for an exchange of views and coalition building--this to be convened by the Ward Councillor. Councillor Amer agreed to reconvene the group and also recommended that it pursue coalition building in the ward around specific issues.

Some felt that the Task Force process was simply re-arranging deck chairs--that there is nothing wrong with the existing Official Plan except that it is not implemented.

John Gladki commented on some positive aspects of the 1976 review of the Central Area Plan: it saved us from being overwhelmed by St-Jamestown-like development. We downzoned the financial district from 12 times coverage to 8 times coverage, halved density on Bay Street, made a commitment to mixed use/24-hour-use areas. We adopted a planning principle that people should be able to live and work in the same area.

While participants in the meeting showed reluctance to be involved in any formal consultation process they were keenly interested in planning issues and wished to be kept informed. They also expressed interest in building their ties with one another.

Ward 6

Report to City Plan '91

1. Ward 6

2. 93% of the dwelling units are rental accomodation.
   68% of the homes are apartments; 15% are apt. condos.
   58% of the households consist of one person.
   78% of the residents have English has a mother tongue.
   57% of the residents are between the ages of 20 and 40 years.
   The largest lesbian and gay community in the country is resident in this ward.

3. (a) Community Forum: 26 Oct. 1989
   (b) Presentation by Councillor and Community Representative followed by residents expressing their expectations of a new Central Area Plan.
   (c) 25

4. Opinions expressed by the Ward Six Community:

   *promote transit and cycling, restrict car use
   *build more affordable housing
   *need for more community services: schools, community centres, and parks
   *streetscapes need to be considered: sunlight at street level; street furniture; safety
   *housing and services that will encourage families to live in the core area
   *need for planning of communities not planning for developers
   *sense of failure of '76 Core Area Plan and distrust of the City Plan '91 process - why bother?
   *greed motivates growth in Toronto.... this must end.
   *re-organization of the Planning and Development Department: 2 separate depts
   *TTC needs to seriously up-grade its service
   *intensification of the population downtown by employing the "Main Streets" plan
   *concerns about failure to house the homeless
   *restrict height of new developments to 45 ft. and that bonusing should be conducted in public with an established list of social services that developers will be required to assist

These items have been incorporated in the Green Growth Scenario.

5. Second community forum scheduled for 11 January 1990.

What should city blueprint contain to help tenants?

Tenants

Jeffrey Freedman

A Cityplan '91 meeting I attended Oct. 26 convinced me politicians are going to need tenant input to protect rental housing in the years to come.

Cityplan '91 is going to act as a blueprint for the city over the next decade.

That blueprint is going to have to take into consideration some harsh realities our elected officials aren't thrilled to talk about.

No one is going to deny Metro is not the same place it was 10 years ago.

Affordable rental housing is almost non-existent, traffic clogs the city to an unprecedented degree and the city's historic industrial base has moved elsewhere.

No one has suffered more as a result of this urban metamorphosis than the city's tenants.

Toronto councillor Jack Layton, who chaired the meeting, didn't try to hide the fact that the city has changed.

In describing Cityplan '91's three primary goals, he gave me the impression city council is living in some kind of utopian dream world.

The three goals of Cityplan '91 are:

1. Social equity, which seeks to ensure the city can be inhabited by all, regardless of income or social status.
2. Managing growth, a continuation of manageable growth objectives of the 1976 Official Plan.
3. Quality of life, which seeks clean air and water, "green" space, quality schools, libraries, etc.

These sound like desirable goals we all want for ourselves and our city.

Unfortunately, desirable does not always jive with realistic.

How can you even begin to consider a concept such as social equality in a city in which developers have been allowed to rape our waterfront in order to construct luxury condos while going to be a flood of affordable rental units built in this province, regardless of what Cityplan '91 comes up with. But we can support politicians and groups such as the Federation of Metro Tenants' Associations that work to insure we don't lose the affordable housing we still have.

Another reality is that politicians rarely make significant sweeping changes that improve the lifestyles of tenants; tenants themselves improve their situation by banding together, organizing, and gradually working toward realistic goals rather than revolutionary ones that have little chance of becoming reality in a free enterprise, capitalist society.

There were no more than 30 people at the Cityplan '91 meeting.

Tenants realistic

I think this is because tenants are more realistic about tenant problems than most politicians.

Social equity sounds great at a meeting, but what effect does it have on the problems of tenants in a big city?

Capitalism reigns supreme in Toronto. Tenants who try to change the social order get little more than sore feet marching in demonstrations, or sore throats shouting at city hall.

Tenants who work within the system, who demand something be done about the broken toilet rather than the social inequity in Western democracies improve things for themselves and others.

What works for tenants is individual responsibility. What

These sound like desirable goals we all want for ourselves and our city.

Unfortunately, desirable does not always jive with realistic.

How can you even begin to consider a concept such as social equality in a city in which developers have been allowed to rape our waterfront in order to construct luxury condos while single mothers and their children are squeezed into bachelor apartments at unaffordable rents?

20,000 homeless

Twenty thousand homeless wander our streets as hectares of land are expropriated for sports stadiums and office towers; single families go hungry because three-quarters of their income goes into rent, while only 25 per cent of the 43 hectares of public land recently released by the federal government in Vaughan is guaranteed to meet provincial housing affordability criteria.

Social equity?

Layton has done more than most politicians to protect the rights of tenants in this city. I think it's dangerous, however, to suggest we should work toward being like a "small town," with more low-rise buildings that allow more sunlight and have grass growing all around them.

"It just deepens my cynicism even more when I hear politicians talk like that," said tenant Brian D. Nicholls, who attended the meeting.

"People experience a sense of hopelessness and powerlessness when politicians make promises that could never become reality. The only people who realize their grandiose schemes are those with power, money and influence, not individual tenants or politicians who make unrealistic promises to those tenants so they'll be re-elected."

I think there is a lot in what Nicholls says.

As I suggested during the Cityplan '91 meeting, rather than dreaming about social equity, we should look at social reality.

One reality is there is not more than sore feet marching in demonstrations, or sore throats shouting at city hall.

Tenants who work within the system, who demand something be done about the broken toilet rather than the social inequity in Western democracies improve things for themselves and others.

What works for tenants is individual responsibility. What am I doing to improve things for people in my building, on my block, in my neighborhood?

Layton and Cityplan '91's goals are admirable. Nevertheless, we have to address real problems with workable solutions or it will only be a matter of time before we have New York-class problems in this city.

Write and tell me what you think the real problems of tenants are and what you think Cityplan '91 should do about them. I will pass your opinions along in this space and see that Layton gets a copy.

Write Jeffrey Freedman, TENANTS, Toronto Star, One Yonge Street, Toronto M5E 1E6.

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Ward 7

1. Name of Organization

   Ward 7 Residents Associations

2. Profile of Constituency

   Leaders of 6 resident associations for Ward 7

3. (A,B) Type/Number and Format of Meetings

   One meeting of one-and-a-half hours with staff facilitator using the questionnaire format

   (C) Number of People

   Eight including facilitator and Councillor's office representative

   (D) Surveys/Questionnaires

   See attached

4. Summary of issues

   See attached

5. Directors for future outreach

   Follow-up meeting

Cityplan '91 Consultation with Ward 7 Residents Associations

Held at City Hall on November 28, 1989

Participants:

Roy Cetlin	Seaton Street Residents Association
Desmond Christopher	St. Jamestown Tenants Association
Mary Crowe	Dundas Sherbourne Tenants Association
Pat Poulin	Cabbagetown/Donvale Preservation Assoc.
Maben Smith	Berkeley Street Residents Association
Elizabeth Wimmer	South of Carlton Community Association
Rick Ciccarelli	Planning and Development Department
Jennifer Morris	Councillor Barbara Hall's Office

A) WHAT I LIKE ABOUT TORONTO IS:

- the great quality of life e.g. people, city services, cleanliness
- it's a safe and secure City with a good police force, relative to U.S. cities
- it has a vibrant downtown core, which is needed to sustain suburbs
- time is taken to plan change and direct growth
- the City has not grown out of control - optimistic about the City's capability to rationally plan actions in the future
- the neighbourhood based communities (even if it's just one street)
- there aren't as many homeless people as in American cities and there isn't the same level of destitution
- the parks system and bike routes
- the public transit system works reasonably well, it's clean but it's slow in rush hour
- the roads are well maintained
- the arts, theatre and entertainment facilities
- Honest Ed's specials (5 cent chickens)
- the street vendors and french fry wagons
- the City government is relatively free of corruption
- the City wants "real people" involved in decision making process
- the tolerance of the City to different racial/ethnic groups
- there are many fun places to walk like the St. Lawrence Market, Kensington Market, Spadina Avenue and Ontario Place
- tourists compliments about Toronto being clean, easy to get around, etc.
- the City is generous and helps people in need through food banks, churches, community centres, and settlement houses
- the good hospital health care especially Sick Kids Hospital
- the Toronto Islands and the Island community

- the boardwalk in the beaches
- the ravine system

B) WHAT I DON'T LIKE ABOUT TORONTO IS:

- TRAFFIC, TRAFFIC, TRAFFIC
- the traffic flow seems to be planned backwards
- we shouldn't allow cars in the downtown core
- there are no effective alternatives to the car for people who live in the downtown area - "Try to get 6 kids on the streetcar at rush hour"
- the struggle for commuters to get into the City will lead to the disintegration of the downtown business community
- the City has fallen behind in supplying rapid transit to key City centres e.g. Yonge and St. Clair - a Sheppard subway line is needed
- the proposed Leslie Street extension
- the inefficiencies of the road system given the real need of handling cars in the City
- the planning process does not produce adequate social benefits from development e.g. daycare, social housing
- there is no Sunday shopping
- the licensed establishments and liquor stores are too limited in their hours of operation
- the high density areas like St. Jamestown with no local open space
- the amount of infill development in Cabbagetown that is threatening the availability of open space
- the lack of affordable housing
- the lack of industrial waste recycling
- the lack of street litter receptacles
- the use of salt in the winter
- the City has blown Harbourfront - seven years ago it was a people place, now it is inaccessible, over built and too expensive to park
- the new light rail transit system at Harbourfront will be dumping people in the middle of the street
- Harbourfront could have been an extension of the Island - the green space now is limited to the 6 foot strip of concrete along the waters edge
- the french fry trucks along Harbourfront are stinky and greasy
- the dead trees along the street - little trees in planter boxes get vandalized or killed
- there are no emission controls for buses and trucks
- the prostitution located in our neighbourhoods
- the amount of drug activity
- the number of break-and-enters and petty vandalism
- the police have established "zones" to confine drugs and prostitution which makes the situation worse than it is - creates social ghettos
- potential for the creation of social ghettos will only be increased with Ataratiri development
- the other Metro municipalities are not accepting responsibility for social housing and support services
- 24 hour 7-11 stores
- 24 hour burger joints
- the burger joints with liquor licenses that are not well

regulated by the Liquor Licensing Board
- inadequate parking and transportation are killing areas like Baldwin Street and Kensington Market - As a result, these areas are losing their regional appeal
- the terrible facilities for commuter cyclists
- there is no regulation or licensing of cyclists

C) IF I WERE PLANNING TORONTO'S FUTURE I WOULD:

- simplify the planing process so it makes more sense to people who are not lawyers or planners i.e. reduce/eliminate jargon, open process for more neighbourhood involvement
- set a clear agenda for change that can be monitored and discussed
- decrease the emphasis on cars, increase the vision of public transit
- develop a better relationship between Toronto and outer municipalities
- encourage affordable, mixed development on main streets
- review the impact of proposals publicly for highrises before any approval is given
- keep high density development contained in the business district - no massive development in residential areas (some disagreement on this point)
- institute user fees for people using the Don Valley Parkway - but you should be able to use it, not just sit on it
- undertake better traffic analysis that will lead to system improvements e.g. to make things flow more efficiently, create special lanes for car pools
- stop building massive facilities downtown without dealing with the current traffic congestion problems
- make sure road repairs aren't all done at the same time
- clean up the Don River and the Beaches
- stop using salt on the roads
- develop better, more effective recycling programs
- build more bike paths
- build more community centres
- ensure that the Official Plan supersedes special interests e.g. NIMBY
- develop a plan that is flexible enough to incorporate the widest range of interests
- legalize prostitution, regulate it and tax it - keep it on main streets and not in residential areas
- study and analyze the process of housing provision - make sure we don't ghettoize the downtown into two distinct income groups i.e. rich and poor
- maintain and improve the existing housing stock - don't let it get rundown or redeveloped into condos
- maintain heritage housing
- ensure a balance between ownership and tenancy on low density residential streets

Ward 13

Seaton Village Residents' Association

1. Community Represented: Ward 13 Residents Associations

2. Constituency: Seaton Village Residents (Dupont, Bloor, Bathurst, Christie)

3. (a) Type: Information table at annual skating party

   (b) Format: Information Table with Cityplan Newsletter and Questionaire

   (c) Number: 300-400 attendees

   (d) Questionaires distributed to be submitted later by individuals

4. N/A

5. Directions: Planning to have a major Cityplan presentation at the Annual General Meeting of the Association on April 24/90. The Association executive will look at the preliminary report materials and schedule a full membership meeting if this seems advisable.

Cityplan '91 Feedback Initiatives
Annex Residents Association (A.R.A)

1.0 Profile

The Annex Residents Association is a non-profit organization representing the interests of residents of the "Annex", an area bounded by Bloor Street on the south, Bathurst Street to the west, the C.P. tracks to the north and Avenue Road to the east, and with a population of about 16,000. Residents are very heterogeneous and encompass well-healed professionals, long-time residents from diverse ethnic backgrounds including retirees, university frofessors as well as students, renters in high-risers and rooming houses as well as owners in Victorian mansions, retirees in senior citizens homes and victims in half-way houses.......Membership in the organization is currently about 270 (paid up), made up of both renters and owners, many with extensive involvement in the affairs of the community and long-time residents.

2.0 Outreach Program

A number of initiatives have been taken by the ARA to sound out residents' concerns and attitudes and solicit suggestions for dealing with community issues, primarily through surveys and a neighbourhhod conference. These initiatives have been coupled with a drive to expand membership and raise community consciousness.

The following is a summary of initiatives taken, reports of which are attached to this brief:

(i) Neighbourhood Conference - held on 25 November, 1989, at which panel presentations by experts,City planning and elected officials were followed by small-group discussions on topics such as transportation, housing, community, safety, etc. A detailed report on the conference and its conclusions is attached as Annex 1.

(ii) Bloor Street Merchants Survey - conducted in Sepember 1989, covering the north side between Madison Avenue and Bathurst Street, and followed by a series of meetings with merchants from to area. A sample questionnaire and copy of a report presented to the ARA Board is attached as Annex 2.

(iii) Annex Residents Attitude Survey - originally scheduled to be conducted with the assistance of Ryerson Polytechnical Institute staff and students (as part of a course exercise) it had to be readministered because questionnaires were distributed beyond the Annex boundaries. A sample questionnaire, administered to about -- residents, is attached as Annex 3.

(iv) Neighbourhood "Coffee Parties" - an initiative to foster a sense of community through aquainting neighbours with each other and with the ARA and to expand membership.

3.0 Summary of Issues and Proposals

Major issues which were identified and resurface in different contexts include;

(i) preserving and enhancing the sense of community and quality of life in residential neighbourhoods such as the Annex through whatever means;

(ii) concerns over development pressure in the core area from expansion of office space and the related transportation needs generated, which is creating tangible pressure on the Annex in particular;

(iii) concerns over safety, the built environment (consonance with existing character and architectural forms), community facilities, including open space, parks, sports facilities etc;

4.0 Future Outreach

The ARA is considering extending its community outreach program through a concerted membership drive and street-by-street activities as well as its long-established Fall Fair, scheduled for the end of September.

It is suggested that outreach programs concerning Cityplan '91 should closely involve the ARA and be oriented towards series of small groups, perhaps on a street-by-street basis, discussing local issues, as well as broader discussions which could be held in the context of existing ARA Committees, such as TRansportation, PLanning and Zoning, etc.

ANNEX 1

INTO THE '90S
A NEIGHBOURHOOD CONFERENCE
NOVEMBER 25, 1989
SPONSORED BY THE ANNEX RESIDENTS" ASSOCIATION

Conference Chair	Mary Corbett, Chair, Annex Residents' Association
Panel: "Planning Our City"	John Gladki, Acting Director of Policy and Strategic Planning, Planning and Development Department, City of Toronto
	Nadine Nowlan, City Councillor, Ward 13
	John Bossons, professor, Institute of Policy Analysis, University of Toronto
Small Group Facilitators:	
Gridlock	Greg Hancock
Body and Soul	Douglas Reid
Housing	David Nowlan
NIMBY- Oh Yeah!	Tony Cassidy
Zero Growth?	Nick Elson
Safety	Michelle Hall
Community	David Morley
Conference Committee Chair:	Gwen Egan
Video:	Julie Cassidy
Report:	Rhoda Lipton

This conference was designed by the Perspectives and Initiatives committee of the Annex Residents' Association. It was financially supported by the Association and by a registration fee of $3.00 for A.R.A. members and $5.00 for non-member. To purchase a copy of this report, please write to: Into the 90s Conference, c/o 79 Madison Avenue, Toronto, M5R 2S3. Please make cheques payable to the Annex Residents' Association. The cost of the report is $5.00

We wish to express our appreciation to all guests, facilitators, and participants at the conference. And our thanks to the staff of Loretto College for providing us with space, assistance and enthusiasm.

INTRODUCTION

When it was announced that CityPlan '91, a review and reassessment of the Official City of Toronto Plan, would be undertaken, the Annex Residents' Association felt this would be an ideal opportunity for us to get together and discuss what we, who live in the Annex, would like our community, the City, and the region to be like in the next ten to fifteen years. It is imperative that the people who make up the City have input into the plan of that City so we have, in addition to calling this forum together, undertaken other initiatives so that members of our community can be heard.

We have a representative, Benny di Zitti, who sits, not only on the CityPlan '91 task force, but on the Board of the Annex Residents' Association as well. We are also in the midst of undertaking an Annex-wide survey of attitudes and ideas so that we, the Board, can better represent the divergent views of the community.

The report of this conference will be presented to CityPlan '91 and will become part of their feedback process. Individuals can keep informed of that process by making sure they are on the mailing list for the CityPlan newsletter, 'Citizens Plan Toronto' and by reading the Voice of the Annex which will report on Annex initiatives regarding CityPlan '91.

The report does not attempt to quote the speakers or workshop participants precisely, but instead tries to capture the themes that arose, the ideas grappled with, and the solutions proposed. The last Annex Conference was held in 1980 and it is interesting to note that many of the concerns raised and solutions posited then are still resounding today. And, in addition, there are many new issues which have arisen in the intervening years. So, we have our work cut out for us.

If there was one ringing sentiment that arose from this forum it was the notion that "we have seen the problem and it is us" and "we have also seen the opportunities, and they too, are us". In other words, if we don't do things to effect the changes we feel are needed we cannot expect others to do it for us.

The CityPlan '91 process offers us that challenge.

PANEL DISCUSSION - PLANNING OUR CITY

The opening panel placed CityPlan '91 in context.

JOHN GLADKI, the Acting Director of Policy and Strategic Planning, Planning and Development Department, City of Toronto, told us that City Council decided to set up a task force made up of forty representatives from different groups including tenants, residents, business, and special interest. The members of the task force would be divided into three main areas: quality of life, social equity, and managing growth and each group would strive to create an agenda of the areas of concern to be addressed. To kick off the CityPlan process a conference was held in May, 1989 which brought together experts from across North America and Europe to share their experiences and give suggestions. The conference was taped by Rogers Cable and is available from selected libraries in the City. There is also a published document available from City Hall for a fee of $20.00.

It is expected that by March, 1990, the Task Force will have produced a set of goals and objectives to assist the planning staff. In the mean time, outreach meetings (such as this one) are being held with a broad spectrum of interest groups and geographical areas. A compendium of their views will be published by the end of December, 1989. Phase Two will involve feedback from the initial reports and public reactions to potential scenarios and will be ready by September of 1990. Phase Three of the process will involve more feedback and a final report.

The major directions which concern the planning staff are:

1. Housing - twenty thousand more people now live in the City and most of them also work in the City. There is a need for additional housing and a reduced impact on the transportation system;
2. Affordable Housing - it is not enough to provide additional housing. We must work toward keeping a good mix in our City. That means looking for ways to provide more affordable housing. Private sector involvement in necessary;
3. The Environment - although environmental concerns are traditionally the responsibility of Federal, Provincial and Regional governments, it is felt that all level, including City government should be involved. Our air quality is at great risk here in the City from automobile emissions. Some possible solutions are using the high cost of parking as a deterrent and make our public transit systems a higher priority. Also stressed are energy conservation and garbage disposal. And we need to re-acquaint ourselves with our City's natural features;
4. The Built Form (Urban Design) - we must deal with the way the city looks and functions. Many are unhappy with the way recent construction makes the city look, the loss of sunlight and open space. We must do something to reduce the wind tunnels.
5. Legislative Authority - It is imperative that we, at the City level, try to get the legislative authority required to implement the changes that will make our city what we want it to be.

NADINE NOWLAN, Ward 13 City Councillor and co-chair of CityPlan '91, talked about the history of the Official Plan, affectionately referred to as the "Green Bible", which was passed in the mid-70s by the City Council and the Ontario Municipal Board and made into law by the Provincial Government. The Annex Plan: Part 2 refined some of those policies. Councillor Nowlan went on to note that what is written in the Plan will have a direct bearing on our day-to-day lives so it is imperative that we make sure it reflects our current and future aspirations and objectives.

In 1976, the main issue facing us was the overdevelopment of our commercial downtown. We identified the developers as "the bad guys" and the rest of us as "good guys". We took on those same developers and altered the Official Plan by down-zoning large areas of commercial downtown. This down-zoning has, by and large, had very little effect on the rate of growth. One of the principal reasons for this lack of effect has been the growing use of site-plan by-laws rather than zoning by-laws to control development. This leads to "let's-make-a-deal" planning, which is the trading of development rights for public benefits. Although acquiring genuine public benefits is a positive direction, the problem revolves around the extra development right which have been allowed outside the original planned limitations. So the Official Plan became irrelevant, except as the first stage in a bargaining game. This must stop. We cannot bargain away our future. We must ensure that what is today regarded as a maximum level of development does not tomorrow become the minimum from which dealing begins.

And Councillor Nowlan reminded us that we must approach this planning process in a new way. We can no longer label someone else as the bad guy. Our concerns today relate to garbage, pollution, homelessness, urban poverty, employment diversity, artistic development, community health, global environmental, and automobile pollution. We are the ones who pollute, we control (in a manner of speaking) the priorities that different levels of government place on public spending, and we indulge our own spending habits. It is easy to blame someone else and insist they reform. It is time to impose that reform on ourselves.

We must actively promote housing in the City both in order to bring down housing costs and in order to allow more people to live close to their jobs in the City. And we must bring the use of the automobile under control, and clean up our waterways and lakefront. More attention must be paid to our artistic souls and recreational needs if central Toronto is to be a place where people want to live. CityPlan '91 is an opportunity for pioneering and progressive steps which must be done with community consensus. It is our City and our help is needed.

JOHN BOSSONS, who is a professor at the Institute of Policy Analysis, University of Toronto, attempted to place our City and the whole CityPlan '91 process into a larger context. It is expected that Toronto will continue to grow and with growth comes more urban sprawl, pressure on the infrastructure and the inevitable increase in land values. We want to keep Toronto attractive so that people will be attracted to it. But can we keep the quality of life in the City good without hurting the quality of life in the surrounding areas? It has been said that what we have created is Manhattan south of the 401 and New Jersey north of the 401.

How can we ameliorate the unavoidable cost of this growth? It is everybody's problem. We have the option of more and better rapid transit or more congestion. Go transit should be more like subway systems and the railway lands can provide additional tracks.

How much higher density are we willing to live with? We can probably provide more housing, particularly along the main streets, without lessening the quality of life. We are going to have to come to grips with the higher cost of municipal services such as sewers, water, garbage removal and especially transit. And someone is going to have to bear the costs if we are to make affordable housing a priority.

Toronto has strong neighbourhoods around the central core filled with people with roots. The pressures of growth will be severe. CityPlan '91 must help protect and preserve these neighbourhoods and the green space within them. The challenge facing all of us is how to build this protection into the Plan while supplying housing and reducing transit pressures.

SMALL GROUP DISCUSSION

The assembly then split into seven small groups which, under the leadership of a facilitator, discussed pre-selected topics. After a snack break, participants attended a second group of their own choosing.

A round-up session was held so the larger group could receive feed-back from the group discussions.

FEED-BACK

ZERO GROWTH? Facilitator: Nick Elson

Definition of Growth - Growth is perceived as an increased local concentration of people rather than an increase in the aggregate population of Toronto. There is a distribution problem rather than one concerning numbers only. Growth is evidenced by a concentration of large scale buildings. In Toronto growth is basically due to the expansion in office space to house an expanding population of office bound workers.

Problems of Growth - Growth is putting intense pressure on public amenities such as transport, green space and the environment in general.

Growth is resulting in an increased demand (relative to the availability) for downtown housing thus raising accommodation costs. This, in turn, encourages the development of high income housing and reduces the relative availability of low income housing. This unbalanced leaning could, if not counterbalanced, lead to dangerous polarization between the haves and the have nots.

Affordable housing is essential to the service sector and the economy of the city as a whole and also to people, such as artists, authors, students, inventors, clerics and thinkers, who do not receive great financial rewards but who are of great value to society.

Growth tends to cause increased anxiety in the population about the prevalence of crime and the loss of personal safety. Also, rapidly changing structures in the city make some people feel a loss of their history. This and other factors make it more difficult to create any sense of community.

Benefits of Growth - The inhabitants of Toronto (and Canada in general) benefit from growth because it increases the number and variety of business activities and cultural events by increasing their viability. It encourages the pursuit of excellence in the arts and business and thereby facilitates a more vibrant and exciting society able to meet the competition on the world stage. In addition, these factors make it easier for people to find the occupations they most desire.

Despite the problems of growth and high housing costs downtown, living is more efficient for many life styles. Services and goods are more easily available. Costly private transport is used less often.

Recommendations

The pain of growth can be eased in the following ways:

1) Cheap land available for low income housing

2) Developers, particularly developers of office space, should over time, pay the public costs (incremental transportation, sewer, day care, garbage collection, etc. plus subsidization of low income housing) of their development. It is unfair that existing residents should shoulder these costs.

3) Office development should be linked directly to an index as to the availability of public transportation capacity and low income housing. Limiting construction permits (to say 500,000 square feet per annum) which would be auctioned to the highest bidder should be considered. The bid price would include all benefits to the City, not just financial criteria.

4) To allow time for balanced development to reassert itself, it is recommended that further office development in the core area be significantly restricted.

5) In order to improve efficiency in the allocation of accommodation space and maintain the housing stock in good repair, rent controls should be abolished and replaced by assistance to those in need (based on a formula of ability to pay). Some consideration in the formula should be given to giving preference to persons presently living in rent restricted premises by, for example, recognizing generous potential moving costs.

6) Public transportation and street usage improvements, eg. proposed Bay Street restrictions on private vehicles; improved Go Train services; and utilization of rail tracks to provide additional transport services.

7) Continued encouragement should be given to the creation of models of development outside Downtown Toronto by improving public transportation and increasing the cost of downtown office development.

SAFETY - Facilitator: Michelle Hall

(The Resource Person for both sessions was Jim Fedres of the Metropolitan Toronto Police Department who has worked in the Annex for 14 years.)

It was noted that crime in the Annex is down statistically, possibly due to increased affluence of the residents. But the incidence of drugs and related crime is on the increase. The best possible way to keep the streets safe is if we're on them. That very act of walking, bicycling, strolling with our pets and children is what keeps our streets liveable and safe.

Concern: Should I get a burglar alarm?
Response: You can call the police and have them check out your house and yard for safety. They will advise you as to what you can do to make these areas safer. You can then decide if you will require an alarm system. Most alarms to which the police respond are false ones, so you are obliged to make sure your system works properly. There is talk that in the future the police may limit responses to houses where there have been an unusual number of false alarms.

Concern: What about walking on the streets at night? Especially for women?
Response: First, understand that the term "sexual assault" refers to many things, from actual rape or attempted rape to brief touching (eg. of a woman's breasts). This year there have not been many, and those that were reported were of the less serious type. It is actually quite safe. But of course, common sense must be used. It is not wise to take short cuts through deserted lanes or yards. And as stated before, the more people that use the streets at night, the safer we all are.

Concern: What about drug dealers and crack houses?
Response: It's a real problem because as soon as one house is closed down, they open again in a new location or in the same place. Some landlords or owners seem to be powerless to evict drug-dealing tenants. Some just don't care.
Money available to police drug squads is limited. It would be a good idea if at least some of the money seized in drug raids could be recycled back to policing and remediation of the problem.

Concern: Are Neighbourhood Watch Programs effective?

Response: They are excellent if they are maintained by occasional meetings and provision of current information. In most cases, these programs seem to be active and effective for a while and then they dwindle and die because of a lack of energy. The police can help at the outset but have no budget to maintain what has to be the community's own responsibility. Neighbourhood Watch Programs would seem to depend on at least on resident expending a great deal of time and energy to keep awareness strong and there is an obvious lack of this kind of champion. Apparently North York has a full-time paid Neighbourhood Watch Co-ordinator and because of this have a much stronger program.

Concern: What else can we do?

Response: 1. Know your neighbours. This is not an easy task, particularly if you're surrounded by houses divided into several flats, but it is not an impossibility.
2. Have large lighted numbers on the front and back of your house. The reason for back yard lighted number is so that if a neighbour to the rear notices something suspicious, he/she can call the police with the accurate address.
3. Do not hesitate to call police about suspicious behaviour. Or if you think a neighbouring house is a crack house. Also, report all vandalism, regardless of how insignificant (eg. bent antennas on cars).

Recommendations

1. Consider a change in the law to bring pressure on irresponsible landlords and owners, particularly in relation to drug use on their premises.

2. Lobby for the use of seized profits from drug raids to beef up police drug squads, etc.

3. It is felt that if the City of Toronto had a paid Neighbourhood Watch Co-ordinator, he or she might provide enough impetus to keep local programs functioning well. This would remove much of the workload from local 'champions' and ultimately from the police. And it would make Toronto a safer place in which to live.

GRIDLOCK - Facilitator: Greg Hancock

CityPlan '91 has to come to grips with the reality that development in the downtown core has been allowed to proceed without adequate provision for transportation. At the same time, environmental concerns such as air pollution mean that we should be trying to decrease society's reliance on the private automobile. Also, common sense tels us that we cannot actively discourage the use of the automobile until adequate alternatives have been provided.

Main Recommendations

1. Improvements must be made to existing surface transit facilities. We need:
    a) more street cars
    b) more trolley buses
    c) to try dedicated lanes for buses
    d) to try innovations such as underpasses for street cars at busy intersections
    e) to make public transit more pleasant and convenient

2. We must insist that the Province create much more Go Transit on rail lines. Ultimately this is the only alternative to the automobile for people living outside the city who work downtown.

3. Although expert advice argued against it, there was considerable support among the participants for more subway lines to be constructed.

Secondary Recommendations

1. A restructuring of transportation planning should be undertaken. First, transportation requirements should be integrated with the planning process so that the approval of a development which would bring a given number of people into an area not be granted until provision is made for transporting that number of people. We would not consider approval of a building for which we knew we could not provide adequate sewage; there is no reason for transportation to be treated any differently. Secondly, transportation planning should be directing the activities of the TTC and Roads Departments. This principle of overall planning preceding and controlling the action of subordinate groups (such as Roads and TTC) requires major restructuring of the Planning Department.

2. Trolley busses should be preferred over diesel buses. There is no good reason for not, over time, converting our fleet of diesel buses to trolley buses, at least on all major roads. The small buses may have to be retained for use in constricted residential areas such as Rosedale.

3. Public attitudes toward the use of cars and public transit must be changed. Transit must be made more convenient and attractive at the same time as the use of cars in the downtown area is discouraged. This process must be accompanied by a dynamic advertising campaign. The success of the campaign against smoking shows that it is possible to change deeply ingrained public attitudes.
   A specific recommendation for making TTC more convenient is the use of magnetic tape on the MetroPass so that the pass could be used in unmanned stations or in busy stations without having to wait in line for a manual check. This device might also be useful for accounting purposes.

4. Alternative fuels should be sought and their use encouraged.

5. There should be a public awareness campaign on the theme of "Turn Your Engines Off". Cars only pollute when their engines are running. Delivery trucks are particularly guilty of sitting with their engines running.

6. Provision should be made for more bicycle lanes and for more bicycle racks.

NOT IN MY BACKYARD. OH YEAH! Facilitator: Tony Cassidy

The first discussion session on environmental issues got off to an interesting start with the Annex Residents' Association being taken to task for serving coffee and drinks in styrofoam cups. The problem was discussed and the consensus was that the A.R.A. must set a better example, even if it means extra expense. Waste reduction was seen as one of the most important objectives.

The group discussed the linkage between greater density in the downtown core (a desirable objective to reduce commuting and its attendant pollution) and some counter-effects, such as a greater density of garbage. The comment was made that we tend to isolate our problems; that more interdisciplinary solutions were needed.

The environmental concerns of the participants were wide-ranging: air pollution (primarily from cars; food pollution (chemical additives); soil pollution (lead from car exhaust and from previous industrial uses). The problems of apartment dwellers were focussed on and all agreed that the attitude of the apartment superintendents was critical. It was suggested that an education programme specifically for these supers be launched by the City.

Returning to the question of increased density downtown, the group identified more waste (or more concentrated waste), traffic problems created by waste collection and pickup, more air pollution created by more garbage trucks. The group also noted that if the greater density was not accompanied by transit improvements, the advantage could be lost. The air pollution from the Greater Toronto Area Sprawl would still be enormous, and perhaps the City should consider some way of limiting the entry of cars to the downtown core. Transit must be made more attractive and convenient, and alternative fuels should be considered.

With waste disposal costs being funded by general taxation, there is little incentive to reduce waste. The group felt that alternatives to this funding, toward some form of "user-pay", should be considered. This led to the idea of special levies to be directed to environmental purposes, eg. improving water quality.

The first group endorsed the idea of the City of Toronto Official Plan including a provision to require new apartment or commercial/industrial developments to submit a Waste Reduction Plan along with their development plans. The group also recommended that this idea be extended to changes of use, especially when the change was to restaurant operation. When polled on the question of whether control of waste removal and disposal should be privatized, the group felt (but not strongly) that public control of the process be retained.

The second group has the same wide-ranging set of concerns: siting of landfills; noise pollution; air and water quality. There was also some discussion about lake/river renewal.

When asked to suggest specific initiatives that could be included in CityPlan '91, the suggestions were unfortunately not those that related directly to planning issues. Some of these were: 1) an advertising blitz by all levels of government on the magnitude of the problem and the need to do something about waste reduction; 2) reduction/elimination of unnecessary packaging. It was suggested that weekly garbage pick-ups be reduced so people would be more aware of the volume of waste they produced. Another idea was to make packaging an extra cost so that consumers would reject it more readily. The group applauded the recent moves at both the City and Metro to promote and use composting, although one member thought the advertising campaign did not stress that the first option was to compost your leaves yourself.

When asked about the idea of establishing (as a principle, as a target) the rule that municipalities not be permitted to export waste, the group did not feel it was practical. Instead, they suggested some sort of weight per household be established, with extra taxes for exceeding the limit (a form of "user pay").

The group was asked if it would endorse the idea of requiring a waste reduction plan for new apartment and commercial/industrial development. They did so but without much enthusiasm. There was more enthusiasm for the idea of banning private cars from the City or some part thereof, perhaps the Central Core, "unless they were completely pollution free".

Conclusions

Annex residents are very concerned about the waste problem, as they are about other forms of pollution, especially air pollution, where the chief culprit is identified as the private automobile. They seem to realize that the solution begins with the individual's duty to refuse, reduce, reuse, and recycle, but they are less of one mind about how this private action is to be stimulated. Advertising blitzes are identified as one method.

They are concerned about the impact of Metro's waste on the surrounding municipalities in the form of landfills, and are concerned about the long-term environmental effects, but they do not feel that keeping the waste within municipal boundaries is a workable solution.

There was some agreement that the Official Plan contain the requirement for new apartment and commercial/industrial developments to submit a Waste Reduction Plan.

The participants would also like to see some way of limiting or banning the private automobile from entry into some portion of the downtown area.

HOUSING Facilitator: David Nowlan

The present influx of population into the City means that soon we will not have enough housing. This brought the group face to face with the crucial concept of Affordability. Affordable housing is becoming scarcer in the city and people are being required to pay more than they can reasonable afford. Some of the issues raised included soaring rental charges due to landlords undertaking expensive "renovations", necessary repairs being left undone because of the cost to the landlord, and specific situations which occur when legislation from various governments is in conflict.

The groups discussed many problems and issues and their ideas revolve around two primary areas, that of housing and that of community.

Some ideas which were considered in the area of housing are the following:

1. Visual design controls to try to retain the integrity of the architecture of important buildings in the Annex as well as the streetscape. Historic house fronts must be retained.
2. Pressing for clarification on what constitutes reasonable maintenance as opposed to inflationary renovation costs. The tension between expenditures and costs from landlords to tenants must be reduced. A suggestion was for a "Star System" of rating buildings. Buildings that have a history of being well-run will received a high rating; those that have a spotty history would get a lower rating. Prospective tenants could make decisions based on the ratings.
3. A good inventory of public land should be made as well as a strong plan on how to use it.
4. Residents living near main thoroughfares complain about loud noise late at night when bars and restaurants close as well as the associated noise of garbage pick-up and cleaning staff. Tougher noise by-laws are required.
5. There is a great deal of intensification (creation of multi-unit buildings from single family dwellings - the "Parkdaleization" of the Annex) being done without building permits. Building inspectors seem to have trouble accessing these buildings and therefore have no authority to do anything about it. It was felt that the role of the building department and that of its building inspectors be examined. Better inspection procedures and enforcement of the by-laws that already exist is imperative.
6. At the present, landlord/tenant issues are seeing long delays in the court system. A special tribunal to process rent review cases is recommended.
7. The demand for affordable accommodation is much greater that what is available. One problem created by rent control legislation was that the government essentially stopped

producing public rental housing. But the private sector is not picking up the slack despite rental supplement legislation efforts.We need a greater supply of rental accommodation and the only way we'll get it is if government becomes more substantially involved.

8. The expansion of the co-operative system of home ownership must be considered.

The concept of community was raised. Housing is not just a shelter. It is a whole environment and related strongly to the surrounding community. Tenants may not own their land but they do have rights in the broader community. How can their pride in being a member of that community be intensified? Some suggestions:

1. Once again the ideas of better and enforcement as well as visual design controls were raised, especially in relationship to absentee landlords.

2. Make the Annex a more friendly place for children to live in by providing better day care facilities in nearby office and work areas; better services; and a more pleasant environment in general.

3. There should be regulations to encourage landlords to upkeep public areas of their buildings.

4. Perhaps the idea of providing additional green space on the roofs of buildings could be promoted.

5. We in the Annex are proud of our group homes. We welcome them and wish to continue to provide a stable and helpful community with its high respect for human values for them to partake of. That's a good message to give to the rest of the city.

6. We support the use of public lands for mixed housing and the intensification of main street housing (which can help to ease the plight of the homeless) but that use should be predicated on the assumption that there should be support and assistance to help meet the broader needs of the community, as those needs are defined. In other words, we will not be satisfied with the intensification of housing unless the need for support services and amenities are provided to the neighbourhood as a whole.

7. In terms of Market Value Assessment, the group agreed with the position of the Annex Residents' Association.

8. And finally, it was noted that the density of the Annex is approximately the same as the density in Ancient Athens. Therefore, we feel it is incumbent upon the City to provide us with our very own affordable Parthenon.

COMMUNITY Facilitator: David Morley

Underlying the work of this group was the concept: "We have seen the problem, and it is us; we have seen the opportunities and they are only available through us".

First the group took a hard look at the Annex Community and the question was raised, "Is there an Annex community at all? If so, of what does it exist at the present time?" If we do not romanticize and are realistic we will see that we are a diffuse population with a wide diversity of commitment, time, and interests. Toronto offers so many options to its residents that the meaning of community has become diffused and watered down. A perfect example of this was the low numbers of participants who turned out for the Community Conference. Identification with our community seems to be flagging.

In addition, in the Annex, 81% of the population are renters. They have been referred to as our "Transient Population". This implication leads to a very wrong perception; that one who rents will move on and will not care about or participate in his neighbourhood. The concept of identification with and meaning of our own community needs to be addressed and the Annex Residents' Association should listen very carefully and adjust its direction accordingly.
So the question becomes: "How can neighbourliness and concept of community be achieved for all of our residents, if it can be achieved at all?" To be successful we must offer something useful to all inhabitants. The involvement of the renters is imperative.

How can action be triggered? Threat is the most powerful force for action but at the present time there is no big issue of threat so we must identify issue that are relevant to a majority of the residents of the Annex. Some of the triggers are: the environment; safety; neighbourhood recycling; the local definition of social issues such as poverty, drugs, the elderly; and, our public-minded concern of the broader issues.

It was felt that there were not enough collective activities available to those in the Annex. Out of collective activities, champions and role models for community action emerge (remember Spadina). We must find ways to create our own models for working together. The future of the Annex Residents' Association and community-wide activities will depend on it.

Recommendations

1. Actions which will aid in the growth of a sense of community include: block activity which can only be generated by the residents of the particular area; more community programming in the Annex with City support; and, making use of cable television as a way of reaching the residents of the community. We need to have frequent community forums dealing with issues that have meaning for the community or segments of it. It is suggested that the Annex Residents' Association host quarterly conferences dealing with everything from specific issues, current concerns, broad, general issues, as well as social activities. Even if only a few people show up at the beginning (as did today), interest will grow. We do not wish to wear out the few who are committed but we think this is a way to build a strong community base.

2. The Annex Residents' Association is absolutely essential. Without it there would be no ways to inter-connect. But it does need to rethink its view and look at how it works out some of its issues. There is a need to increase levels of general commitment and to create more opportunities for participation.

3. At this time there are not enough champions to push the concept of a Community Centre. It is suggested that the A.R.A. work with adjoining communities and local facilities to improve service to the community. When a clearer picture emerges, and there is a broader consensus, perhaps then more specific proposals can be made.

4. The Voice of the Annex is a vital organ. It is urged that effort in this direction be continued and expanded.

5. There is a need for some identifiable place where the community can meet, a place to hold various activities. It can either be one place (such as the empty land at Bloor and Spadina) or a variety of local sites (such as the Kendal TTC subway station or local schools).

6. The Annex Residents' Association should hold tours of the Annex to highlight its architecture, history and planning.

7. We must make information on issues, programs, opportunities, events and services available to the Annex community.

BODY AND SOUL - Facilitator: Douglas Reid

'Body and Soul' refers to those activities and opportunities which we in the Annex need, over and above those required for daily living; activities that restore the spirit and the body. The general consensus of both groups was that in order to complete our community we need more parks and green space (in order to get away from the hubbub of the City) as well as some type of community facilities. It was agreed that a large edifice such as a community centre was not necessarily required. The same facilities could be provided by small nodes of activities in which smaller groups of neighbours could participate.

The group discussed the barriers they see in creating such facilities. These include lack of space and money and an absence of cohesion over the objectives. It was pointed out that ten years ago, at the previous community conference, the same discussions were taking place and there has been little change effected in terms of community facilities since that time. If anything is to be accomplished we are in dire need of an evident champion.

The Annex treats itself (probably in an unrealistic way) as an island, outside and apart from the surrounding areas of the city. We also suffer from a lack of information about what is available to us in the here and now.

Recommendations

1. A needs analysis and assessment for the creation of a community centre. Identifying interests within the community.

2. Finding ways to integrate the Annex with surrounding communities to avoid competition for scarce resources. A coalition of neighbourhood groups should be formed.

3. An inventory of resources available to the Annex community must be made.
   Make better use of existing facilities such as schools.
   Find out how we can make use of programs offered by places such as the Jewish Community Centre.

4. Part of the mandate of the A.R.A. is to forge a consensus and provide leadership. We must be a champion for change. Merely talking about it won't make it happen.

5. The renovation of existing space should be considered.

6. Regarding parkland, we must take firm steps to preserve what we have. We cannot allow it to be bargained away by "let's make a deal" planning.

7. We should encourage a program of sidewalk maintenance, especially where absentee landlords have been remiss. This type of program encourages community pride and involvement.

8. Support should be given to Dupont Street renewal. At present it is an isolated through traffic route. In future it could be made into an inviting street where neighbours could meet and shop and live.

9. An Annex walking tour or tours should be created so residents and non-residents alike could develop a strong relationship to our past history, one more way to bring the community together.

CONCLUSIONS

Several issues and suggestions arose over and over again in many of the different groups.

Issues which loomed large were those of housing, transportation, the environment and the provision of a sense of community.

In at least three groups the idea was raised of tying infrastructure responsibilities (cost of public transport, parking, waste removal, environmental clean-up, etc.) to the cost of new development.

Restriction on the use of private vehicles in the core of the city was also a popular theme as well as the provision of an improved public transit system.

On the local level it was noted that the Annex can no longer continue to see itself as an isolated island made up of a homogeneous group of people. We share many of the concerns and much of the same population as the surrounding areas. If the Annex Residents' Association is to represent the Annex appropriately, perhaps it is time for them to take a good hard look at who their community is and make the necessary changes needed in order for them to reach that community. The need for more opportunities for members of the community to meet and exchange views was underlined.

14.12.89

REPORT ON MEETING BETWEEN MAINSTREET DEVELOPMENT COMMITTEE AND MERCHANTS FROM THE NORTH SIDE OF BLOOR STREET

DATE: NOVEMBER 13, 1989

LOCATION: BLOOR STREET UNITED CHURCH

PRESENT: MAINSTREET DEVELOPMENT SUB-COMMITTEE
Dorene D'Costa
Rhoda Lipton
Nick Elson

TRANSPORTATION COMMITTEE
Greg Hancock

PERSPECTIVES AND INITIATIVES COMMITTEE
Tony Cassidy

Jim Lemon

BLOOR STREET MERCHANT REPRESENTATIVES

David Marshall	Toby's Goodeats 11
David Smith	Toby's Goodeats 11
Nazar Hussain	Mr. Donut
James Demakos	Riviera Restaurant
Marco Disipio	Video Annex
Hayley Cohen	
Sam Cohen	SWAK & SWAK 11
Elaine Cohen	
Jorge E.Vadillo	Los Incas Crafts
Kathy Goodman	The Serving Spoon
David Hughes	Kinko's Copies
Tom Rau	Kinko's Copies

---

1. Meeting got underway about 8:15

2.
Those present were welcomed on behalf of the ARA. The background to this meeting was described. After discussions in the Planning and Zoning Committee it had been decided to find out how the concerns of merchants on the main streets surrounding the Annex related to those of people living in the Annex. The Annex Survey, soon to be administered, would provide a sense of issues in the Annex. The more modest survey undertaken by members of the Main Street Development Committee provided information about priority issues with the merchants on the north side of Bloor Street between Madison and Bathurst.

It was the belief of the ARA that the issues of concern had to be dealt with as a joint effort of residents and merchants. This meeting was therefore a first step in that direction.

2. The results of the survey were briefly summarized:

    1. 56 surveys were completed, for a response rate of almost 80%

    2. A review of the types of businesses along that stretch of Bloor Street, north side, showed quite a good mix of services.

    3. Of those surveyed, 81% leased the building
       19% owned the building
    4. On the question of how long particular merchants had been in the area, the most recent had been open for a month, the oldest had been there for 67 years.The highest number (6) had been open for 6 months or less, with others more or less evenly balanced over 2 to 40 years.

    5. 46% were aaware of the ARA
       25% were not.
    6. Of merchants interviewed, 33% lived in the Annex
       67% did not.

(Note: some of these might live close by although not strictly in the Annex.

    7. Percentage of customers from the area: While some businesses estimated 90% of customers came from the area, others estimated relatively few. Overall, it was clear that most businesses saw the majority (60-80%) of customers coming from the area.

    8. Problems:
       By far the highest level of concern was expressed about "undesirables" in the area, who were seen as having a negative affect on the quality of the area and disrupting business.
       Other concerns were related to : parking, garbage, general appearance, high rents, lack or retail mix, traffic, noise, and safety.

    9. Suggested changes were:
        1. Getting rid of "undesirables" perhaps through more police patrols.
        2. Increase parking
        3. Greater mix of retail businesses
        4. More greenery: trees, plants
        5. Upgrade Bathurst

6. Nice Lights; Lights on Trees
7. Two entrances to Lipincott Parking Lot
8. Clean up street and facades
9. Back alley pick-up for garbage
10. More bycycle stands
11. Street signs marking the area
12. Sidewalk Sales

3. Discussion then took place on the major isues:

1) "UNDESIRABLE BEHAVIOUR"
Concern was expressed about the intrusiveness and aggressiveness of certain "street people". A distinction was made between those who were considered harmless "characters" and a type that tended to invade the stores or be generally more aggressive, particularly drunks.

The point was made that if they were forced out of this area, they would simply go somewhere else.
-They are part of a larger social problem involving the release of mental patients, homelessness, alcoholism, and so on.
-concern was expressed about the lack of response by police to calls.

Proposed responses:
1.
Contact relevant politicians and police officials to demand more aggresive action in responding to calls and dealing with people who were particularly aggressive or even dangerous.
2.
Ask for more foot patrols

2. APPEARANCE

Appearance is linked in part with the above. Garbage is part of the issue, as are store fronts of empty buildings covered with posters. It was pointed out that there are some very nice sections of the street, but also some street level facades that have been neglected and are eyesores.

Trees are nice, but the concrete planters are basically garbage collectors. Stories were told about failed efforts to grow flowers in them.
Greg Hancock spoke about street signs that would identify the Annex and showed the proposed design.

GARBAGE:
Garbage is a problem in many respects. Pick-up is not frequent enough to maintain a clean appearance on the street. It is left out too long and there is too much of it. It gets kicked around.

Proposed responses:
1) Main streets are Metro controlled. Recommend to Metro that they follow the city practice of planting trees in the ground and surrounding them with a fence.
2)Twice a week garbage pick-up is not enough. It has to be mre frequent.
3) Add more litter bins along the street.

3. TRAFFIC/PARKING

Mention was made of the proposal for a Parking Committee contained in the recent by-law changes for Bloor Street and Harbord Street. This would have representatives at the political level, residents, mechants, and public works.

Concern was expressed that pressure on the area from traffic was such that people parked illegally. There was some perception that ticketing had become more aggressive lately, perhaps due in part to the new by-law which called for more aggressive enforcement and expansion of the tow-away zone.

Use of bicycles is difficult.

Mention was made of the fact that the ARA has adopted a generally pro-transit stance on the matter of transportation and was therefore loath to encourage more vehicle traffic in the area.

Although obviously limited, there are some possibilities for making existing parking spots either more accessible or better known.

It was observed that the sidewalk had been widened on the southside of Bloor Street and people wondered why and what brought this about.

Proposed responses:

1) Cards could be drawn up showing parking in the area. These could be handed out in stores.

2) Permit parking be changed to end at 10:00 am rather than the current 7:00 am.

3) The ARA is trying to discourage long term and illegal parking.

4) Traffic is also foot traffic, and thought should be given to how comfortable it is for people to move along the street.

5) There should be more bicycle racks

CONCLUSION
At the conclusion of the meeting there was agreement among those present that these were issues of common concern to both merchants and residents and that it was desirable that we work together on them.

It was agreed that a joint representatation to the appropriate officials should be made on the issues and proposals raised in the course of the evening.

It was agreed that Elaine Cohen (SWAK)
Kathy Goodman (The Serving Spoon)
Nazar Hussain (Mr Donut)

would work with the Mainstreet Development Committee on preparing a document to address these issues.

Women Plan Toronto

CITYPLAN '91 COMPENDIUM OF VIEWS

CITYPLAN '91 PUBLIC OURTREACH REPORT

1) Women Plan Toronto

On December 5 1989, a special seminar on " Official Plan and Their Reviews" was held by Women Plan Toronto at 736 Bathurst St, the Women Plan Toronto office.

2) Profile of Constituency

Women Plan Toronto provides women in Metropolitan Toronto from various walks of life a chance to share their experiences, concerns and ideas with others and to get together to evaluate traditional urban planning, design and services, and to develop a plan of action.

3) Type/Number of Meetings/Format/Number of people involved

A group of 12 women from WPT gethered for this special Workshop on Official Plan Reviews and Women. Co-ordinator Ms. Ragular Modlich gave a presentation on Cityplan '91 which was followed by a group discussion. In addition, a total of 600 Questionnaires in English are being sent to members with the WPT Monthly newsletter.

WOMEN PLAN TORONTO

736 BATHURST ST. TORONTO, ONTARIO M5S 2R4 588-9751

December 7, 1989

Jennifer Khong
Cityplan 91,
City of Toronto Planning and Development Dept.
75 Elizabeth St.
Toronto, Ont. M5H 2N2

Re: W.P.T. Discussion of Cityplan 91

Dear Jennifer,

Following are the specific concerns expressed during our seminar on "Official Plans and Their Reviews".

> Land Use Policies
>
> We welcomed the concept of intensifying existing uses, esp. along main streets. Intensifying use of schools for multi-service neighbourhood centres is another way to apply this concept. The women felt it was important not to develop every piece of available land.
>
> Where do waste dumps fit in, if landuse categories are applied as basis for planning. Often such functions are not spelled out in Official Plans or Zoning By-Laws. When dumps sites are required the issue creates conflict between residents and politicians, waste management agencies and planners.
>
> Safety was the major concern.
>
> Building Design needs to ensure the security of women. The treatment of columns is particularly important since new buildings increasingly use this architectural device. Similarly tunnels and underpasses need to be designed to ensure security against assaults and harrassment. Two possible approaches were raised: (1) specific design techniques such as design of the column itself, mirrors, monitors, light etc. and (2) the context needs to ensure people presence and informal surveillance through commercial activities, community programming, residential proximity etc. Adequate lighting was again stressed as critically important for a sense of safety.

Women Plan Toronto appreciates the support of: the City of Toronto, the City of North York, the Ontario Women's Directorate, the Women's Program, Secretary of State and the many individual contributors.

Yonge Street concerns both young and older women. "You fear anything could happen to you", was the comment of one woman. The growing number of erotic stores helps to create this sense of insecurity. Police travelling in groups of 6 after dark seem to substantiate this interpretation. More policewomen on the streets make women feel more secure then male officers. We asked ourselves if limiting numbers of erotic stores or setting standards of distance between them, similar to licensed restaurants or group homes could be applied.

We noted that developments such the Eaton and Atrium centres drained not only stores but also mainstream consumers away from the Yonge street. Private property managements can evict individuals and groups from these centres to only further inrease the proportion of non-mainstream people on our public streets.

Mobility

Environmental and social considerations need to matter more in transportation. The human costs (50 persons per day receive spinal and head injuries on Ontario Highways) were raised. Better designed public transit, i.e. more kneeling buses more helpful and supportive transit staff are needed. Penalizing cars with less then 3 passengers or supporting cars with 3 and more passengers with access to special lanes were suggested. Far stronger support for biking, including bike paths, lanes etc. are needed. A courtesy campaign towards elderly and young children was suggested.

Sincerely yours,

Reggie Modlich, M.E.S., M.C.I.P.
Planning Co-ordinator

Yonge Street Mission

January 5, 1989 (comp)

CITYPLAN '91 COMPENDIUM OF VIEWS
CITYPLAN '91 PUBLIC OUTREACH REPORT

1. NAME OF ORGANIZATION/COMMUNITY

   Yonge Street Mission

2. PROFILE OF CONSTITUENCY

   Low income, singles and families living in the Cabbage Town area. all are on government assistance.

3. TYPE/NUMBER OF MEETING AND PARTICIPANTS

   (a) Seventy-five people/families were interviewed individually.

   (b) One-to-one interview.

   (c) Seventy-five people were involved.

   (d) Ten people surveyed could not give any concrete response.

GENERAL SUMMARY OF RESPONSES TO CITYPLAN '91 SURVEY "YOUR CITY. YOUR FUTURE"

These responses are from generally low-income families and singles living in subsidized housing or rooming houses.

What they like about Toronto:

The main areas of positive reaction are the following three things:

1. Convenience and accessibility to public and social services.
2. The City's care for the needy.
3. Cleanliness of the City.

Other things mentioned were: lots of things to do (i.e., cultural and community centres available); opportunities for advancement and jobs; and liked the diversity of people here.

What they don't like about Toronto:

The main areas of negative reaction are the following three things:

1. High cost of living due to high rent and shortage of housing, which leads to homelessness.
2. Increasing rate of crime, drugs, and violence prevalent.
3. Over-crowding of people, buildings and too many cars on the road.

Other things mentioned were pollution and unfair treatment of the poor.

What they would do if they were planning for Toronto:

1. Increase the number of homes built.
2. Build multi-purpose centres that will serve the community and the poor.
3. Increase the number of day care centres.
4. Reduce drugs, crime and taxes.

Other areas to develop more: free youth and childrens' programs and provision of jobs.

From: Steve Chu
270 Gerrard Street East
Toronto, Ontario
929-9616

Responses are from the clients of the Yonge Street Mission.

Multicultural Constituencies

Chinese Community Representatives

CITYPLAN '91 COMPENDIUM OF VIEWS

CITYPLAN '91 PUBLIC OUTREACH REPORT

1) Chinese Community

On November 15, a public meeting was held with the Chinese community to discuss CityPlan '91. The meeting was called by Councillors Amer, Churley and Silva, whose wards have large Chinese communities (Wards 4, 5, and 8).

2) Profile of Constituency

The Chinese community is well-established in the Central Area, as reflected in the growing Chinatown retail district and the stable Chinese neighbourhoods adjacent to Chinatown in Ward 5. More recently, the Chinese community has grown to have strong representation in Ward 4 in the west, and Ward 8 in the east. In Ward 5, the Chinese population is 30% of the ward total. Despite the size of the community, its influence is not felt at City Hall to the degree that it should. The CityPlan '91 Chinese community meeting was held as an opportunity for the City and the Chinese community to work more closely together.

3) Type/Number of Meetings

The Councillors agreed that the outreach should be as wide as possible at first, and decided to mail bilingual notices of the meeting to all their Chinese contacts (total 1,000). As part of the planning process, it was agreed that a core group of key contacts should be contacted personally and asked to attend the meeting to stimulate discussion and facilitate the meeting. Out of the public meeting, it was intended that a smaller Chinese community reference group would be formed to advise CityPlan '91.

The planning process involved the following persons: the three Ward Councillors; Jennifer Khong/CityPlan '91 Multicultural Outreach Coordinator; Olivia Chow/School Trustee and Social Equity Sub-Committee member; and Christina Chu/Ward 5 CityPlan Task Force representative.

3b) Format of the Meeting

See: Attached Agenda

Detailed Format Notes (by Bruce Pearce)

3c) Number of People Involved

30 people attended the meeting.
Media coverage: China Vision (TV), MTV channel 47 Chinese Program (TV).

(bp122d3)

CITYPLAN '91 Chinese Community Consultation
November 15, 1989
58 Cecil Centre

Summary of Issues Identified and Proposals Made

FORMAT

Following opening remarks by Olivia Chow, the Ward Councillors, and a slide presentation by CityPlan Director John Gladki, the group began by raising the issues that concern the community. The group then broke into three smaller, discussion groups under three major categories : 1/ Transportation and housing, 2/ Garbage,pollution, environmental and safety, 3/ Employment, day care, and access to service. The discussion groups then reported the results of their discussions to the whole group.

The Issues identified in this meeting:

1. **Housing and office space**
2. **Affordable city Housing.**
3. **Housing for Homeless.**
4. **Jobs/Skills/Employment opportunity.**
5. **Language Traning.**
6. **Air/Water pollution**
7. **Safety/Crime.**
8. **Parking/traffic.**
9. **Distance between home and workplace,**
10. **Education.**
11. **Day care.**
12. **Garbage.**
13. **Street vending.**
14. **Upgrading older areas.**
15. **Access to services.**

GROUP ONE:

a) Too much development, putting a strain on traffic/parking. Specific delivery times needed for commercial deliveries. Traffic light system needs to be modernized and synchronized. Public transit good, but needs to be strengthened vis a vis cars.

b) Chinatown needs a sensitive upgrading program. Streets, amenities and public spaces need to be made more functional, attractive and safe. Owners of industrial buildings that have been designated as historical buildings need assistance in order to sensitively retrofit the buildings for modern industry--or jobs will continue to be lost on Spadina.

c) Height limits needed for residential streets. Existing buildings need to be preserved to retain Toronto's unique character. Intensification for housing needed

d) Street vending enforcement needed.

e) Employers should be encouraged to hire those who live in the Central Area.

f) Crosswalks dangerous. Need stronger regulation.

GROUP TWO:

a) Crime: better lighting and more foot patrols required. Increase police accessibility and sensitivity to the Chinese community.

b) Street vendors: need better licensing, especially truck vendors. Stores put their merchandise too close to the street.

c) Garbage: a health and safety problem. Garbage clutters the sidewalk, need better storage. Need commercial recycling and composting. More garbage pick-ups.

d) All water should be treated, even storm run-off.

e) Better street cleaning. Alternate side parking to facilitate.

f) More public transit to reduce cars/pollution. Need car pools.

g) Increase funding for multicultural events.

h) More green space needed. Where possible, land should be acquired for mixed housing and green space.

i) Increase funding for education: English as a second language, after school programming, and street-proofing kids.

GROUP THREE:

a) Language/skills training needed.

b) Surcharge developers to fund language training; or provide incentives to industries who provide language training.

c) Increase funding to community centres.

d) Include a Chinese component in the new Official Plan, under multicultural communities.

e) City should promote employment equity.

Cityplan '91

CITYPLAN'91

城市計劃'91

CHINESE COMMUNITY PUBLIC MEETING

華人社區公開會議

Wednesday
November 15, 1989
CECIL CENTRE, Ground floor.
58 Cecil St.

1989年11月15日(星期三)
施素街58號地下
思豪中心

AGENDA 議程

6:45 P.M. **ARRIVAL** 入座

7:00 P.M. **INTRODUCTION** 開始介紹會議程序

7:15 P.M. **SLIDE SHOW : CITYPLAN'91** 放映幻燈片：城市計劃'91

Mr. John Gladki
Director
Policy & Strategic Planning Division
Planning & Development Dept.
City of Toronto

多倫多市計劃及發展部
JOHN GLADKI 先生

7:35 P.M. **INVITATION TO PARTICIPATE** 市議員發言

Local Councillors

李英明 **Elizabeth Amer**	**Marilyn Churley**	**Martin Silva**
第五區 **Ward 5,**	第八區 **Ward 8,**	第四區 **Ward 4**

8:05 P.M. **DISCUSSION** 討論會

9:00 P.M. **CLOSE** 閉會

*****

Cityplan '91

TO TORONTO'S CHINESE COMMUNITY: A MEETING TO DISCUSS THE CITY'S FUTURE.

WEDNESDAY, NOVEMBER 15, 7:00 P.M.

CECIL COMMUNITY CENTRE
58 CECIL STREET
(1 block south of College Street,
east off Spadina Avenue)

October 30, 1989

Dear Friends,

We are inviting Toronto's Chinese community to join us at a meeting November 15th to talk about Toronto's future.

Right now, City Council is working on a new "plan" for downtown Toronto. This plan is called "CITYPLAN '91". As your elected representatives to Toronto City Council, we would like to make sure that the new plan meets your needs.

Many of you live and work downtown, and we know you probably have ideas on how we should plan its future. For example, let's discuss crime, traffic, pollution and services to the Chinese community. The current city plan, written in 1976, says nothing about the needs of the Chinese community, or how it should be involved in city planning. Let's discuss this. We need your advice and recommendations.

School Trustee Olivia Chow will open the meeting, and City planners will then present a slide show and describe Cityplan '91 Together we'll discuss how we can make our city a better place to live. Your ideas are a valuable part of planning how our city should work.

Please join us for this important discussion on the city's future November 15th.

M Churley

Elizabeth Amer
Councillor
Ward 5
Co-chair
Cityplan '91 Task Force

Marilyn Churley
Councillor
Ward 8

Martin Silva
Councillor
Ward 4

For Chinese information call Jennifer Khong at 392-0068.
For English information call Elizabeth Amer at 392-7911.

City of Toronto Planning and Development Department, Robert E. Millward, Commissioner
20th Floor East Tower, City Hall, Toronto, Ontario, Canada M5H 2N2 Tel. (416) 392-0068 Fax (416) 392-0071

Cityplan '91

致多倫多的華人社區
商討多倫多市將來的會議
十一月十五日(星期三)晚上七時正

施素街58號(書院街以南一個街口,
士巴丹拿道以東)
思豪社區中心

一九八九年十一月二日

親愛的朋友:

我們邀請多倫多的華人社區參加在十一月十五日的會議,與我們一同商討多倫多市的將來。

市議會現正為多倫多市中心籌備一個新的「計劃」,這計劃命名為「城市計劃 '91」。身為你們選出的多市議會代表,我們希望確保新的計劃達到你們的需求。

我們應怎樣計劃市中心的將來是需要在市中心居住及工作的市民之意見。例如,我們可商討一下罪行、交通、染污及為華人社區提供的服務。現在施行的城市計劃是在1976年完成的,並沒有提及華人社區的需求或華人社區應如何參與及提供城市計劃意見。讓我們就此討論這點,我們需要你們的意見及建議。

教育委員鄧至蕙將先介紹會議程序,繼由市府城市設計官放映幻燈片及講述城市計劃 '91,

City of Toronto Planning and Development Department, Robert E. Millward, Commissioner
20th Floor East Tower, City Hall, Toronto, Ontario, Canada M5H 2N2 Tel. (416) 392-0068 Fax (416) 392-0071

跟着我們一同商討如何把我們的城市改善成為一個更好的居住地方。閣下的意見對我們的計劃是很重要的。

敬請你們在十一月十五日到來參加這重要的會議!

李英明
第五區市議員
城市計劃'91特別
委員會共同主席

M Churley
MARILYN CHURLEY
第八區市議員

MARTIN SILVA
第四區市議員

中文諮詢,請致電孔德鶯,電話: 392-0068.
英文諮詢,請致電李英明,電話: 392-7911.

Multicultural Outreach Forums

Report to be Included in Part II of the Compendium

Native Community Representatives

CITYPLAN '91 COMPENDIUM OF VIEWS

CITYPLAN '91 PUBLIC OUTREACH REPORT

NATIVE COMMUNITY

As part of the Cityplan '91 public outreach initiative, members of Toronto's Native Community were asked to participate in the Official Plan review process by expressing their opinions about Toronto and how it should be planned in the future. The Cityplan '91 survey was published in December/January 1989-90 edition of Boozhoo, the news magazine of the Native Canadian Centre. Through the Native Canadian Centre, the Cityplan '91 office has received 35 responses as of January 19, 1990.

What Native respondents like most about Toronto is:

- The many entertainment opportunities as well as arts and cultural institutions;
- multiculturalism and the wide variety of people;
- the public transit system;
- clean streets;
- parks, green spaces and the Toronto Islands;
- the many interesting places to visit including:
  - Harbourfront
  - Ontario Place
  - historic sites and museums
  - the Leslie Street Spit
  - Kensington Market
  - Chinatown
- the relative safety;
- "good", friendly, caring people;
- the "small town" feeling and the existence of distinct neighbourhoods;
- recreational opportunities;
- the excitement/pace of City life
- social assistance programs

The preceding comments are ordered in terms of frequency of response form highest to lowest. Other responses include:

- Good educational facilities (schools, libraries, etc.);
- police, especially those on foot;
- the Centre Island Native Centre;
- freedom to be oneself;
- architecture; and
- that it is easy to find one's way around.

What native respondents identified as being problematic are the following, (also ordered in terms of frequency of response):

- High rent, lack of affordable housing and the overall high cost of living;
- traffic congestion;
- insecurity due to increased crime, drug trafficking, etc., especially at night
- inadequate transit;
- pollution;
- too many people and the subsequent crowding described by one respondent as "the population problem";
- the coldness and negativity of Torontonians;
- Harbourfront development;
- the lack of regard for people in the planning process and the "elitist" attitude that it demonstrates;
- poverty and homelessness;
- too much concrete and glass;
- too many condominiums and too much development downtown;
- Skydome;
- the lack of parking facilities; and
- the construction of historic buildings.

Other responses include:

- the lack of parks and greenspace;
- "petty laws" and the lack of innovation on City Council;
- the lack of a "mountain" for recreation purposes;
- discrimination against minorities;
- the "tyranny of minorities"; and
- gentrification.

In answering how they would plan Toronto's future, readers of Boozhoo stated that they would:

- House the homeless and provide more affordable housing;
- expand public transit and reduce fares;
- provide more greenspace, especially at Harbourfront;
- control traffic and parking downtown by limiting the number of automobiles entering the Central Area;
- impose limits on building heights;
- focus on neighbourhood planning and "put people first";
- take the environment into consideration when planning for the future;
- make the City safer, especially for women; and
- provide more access to social programs.

There were also a host of individual suggestions. The most notable of which include:

- A ban on the expression "World Class";
- the encouragement of cycling in the City and the provision of bicycle lanes on the main thorough fares;
- the provision of more community centres, drop-in centres, etc.;
- a crackdown on drug trafficking;
- the inclusion of native design elements in future buildings to reflect his country's past;

- a freeze on Harbourfront development;
- the decentralization of commercial activities; and
- the provision of better mental health care.

Portuguese Community Representatives

January 5, 1990

CITYPLAN '91 COMPENDIUM OF VIEWS
CITYPLAN '91 PUBLIC OUTREACH REPORT

1. NAME OF ORGANIZATION/ COMMUNITY

PORTUGUESE COMMUNITY

2. PROFILE OF CONSTITUENCY

Representatives of community groups in Portuguese community

3. TYPE/NUMBER OF MEETING AND PRTICIPANTS

(A) One group meeting.

(b) Format: presentation followed by discussions of issues.

(c) Present: about 50 representatives of community groups in Portuguese community.
John Gladki, Director, Cityplan '91
Jennifer Khong, Multicultural Consultant, Cityplan '91
Martin Silva, City Councillor
Margarida Pacheco, Task Force member, Cityplan '91.

SUMMARY OF MEETING OF DECEMBER 8TH, 1989
FIRST PORTUGUESE CANADIAN CLUB
REPRESENTATIVES OF COMMUNITY GROUPS IN PORTUGUESE COMMUNITY

A number of members of the Federation of Business and Professionals were present and strongly stated their concern about the parking situation on Dundas and College streets. Six persons having businesses on these streets stated that parking is not allowed between the hours of 4 p.m. and 6 p.m. and generally parking is inadequate. Because of the parking restrictions, their businesses suffer a great deal. They are concerned that because of the difficulty with parking, potential customers shop instead in the large shopping malls.

Those present also articulated a serious concern about the local police force. The police are diligent in ensuring parking violations are immediately punished, yet do not seem to respond with the same degree of promptness or interest to more serious violations of the law. Cars are towed at all hours and not just during rush hour. There was also a perception that while the police are quick to ticket and tow cars improperly parked, they do not ticket or tow the cars of other police officers who are committing parking violations.

There is also a serious concern with drugs in the neighbourhood. Specifically, a parking lot on Dundas Street. The police appear not to do anything about this problem and their presence is not evident.

It was also stated that prostitution is a problem that has not adequately been addressed.

There was a suggestion of smaller police mini-stations. This would make the station truly a part of the community, enabling the officers and residents to get to know each other on a more personal level.

It was also stated that police should not be permitted to carry firearms in the city and further that training with respect to the appropriateness of the use of force, including weapons, was inadequate.

It was felt that a meeting of the community and 14 Division is long overdue and should be held as soon as possible to discuss community concerns.

On the parking issue, it was mentioned by one individual that the facilitation of parking would discourage the use of other forms of transportation. Any change in parking rules would have to ensure that further traffic congestion and the use of cars, which are harmful to the enviornment, would not increase.

It was also stated that those parking signs that state the days of the month and the months within the year in which parking is permitted on one side of the street and not the other are confusing and cannot be deciphered by any person of normal intellectual capacity within a reasonable time.

It was also suggested that parking in school parking lots by the public be considered after 4:00 p.m. This would benefit small businesses in the community and would not create further congestion on Dundas and College streets. It was also suggested that the use of the Liquor Store parking lot be considered. It was also suggested that the City consider building a parking complex in the community, perhaps where there are unused and abandoned buildings. Roxton Road was suggested.

There was a concern expressed with respect to the complicated language used in by-laws. It was felt that by-laws should be written so normal people can understand them.

It was twice stated and emphasized that in order to facilitate an increase in housing capacity in the city, it should be easier to make additions to dwellings to enable them to be converted to multi-family dwellings.

It was felt that there was an incredible amount of bureaucratic red tape to go through to get a building permit and that the process should be changed to facilitate the obtaining of a permit.

It was felt that generally City Hall should be more accessible and the requirements for permits for the improvement of buildings less onerous.

The local business community was experiencing difficulty with respect to improving the business district in which they operated. It took one year to put up 18 banners along Dundas Street because of the enormous bureaucratic tangles. It was stated that generally the bureacracy was not helpful to small business.

It was also suggested that some of the local secondary streets, such as Lakeview, be made one- way to facilitate parking. It was generally felt that more one-way streets in the city would be a good thing.

There was a suggestion that there be a by-law enacted requiring that street numbers on homes be lit and visible at night, or perhaps the erection of plaques on corners indicating street numbers.

The housing problem in the City was also discussed. As many as 8 to 10 people live in a small apartment. This type of overcrowding is not uncommon in the community and is unacceptable. Many of those who live in these overcrowded conditions are single parents. It is therefore the women and children in the community that are suffering most because of the housing shortage.

It was also noted that more and more Portuguese are without shelter.

There is no lack of space to build adequate housing. There are many lands, some owned by different levels of government, that could be used for housing. There are also many abandoned buildings in the neighbourhood that were purchased for speculation purposes and are unused. A speculation tax should be considered to fund housing development.

It was felt that cooperative housing should be encouraged. Also there should be more developments that are a mix of private and publicly funded low income housing.

One person stated a concern about the impact on the neighbourhood of low-income housing should be considered and that you can't just put the development anywhere.

It was also urged that the Portuguese community have more input into the development of the Massey-Ferguson lands.

It was suggested that building onto existing structures, for example building up on storefronts, be considered to develop more housing in the city.

There is a need for services for seniors. Nursing homes and residences that afford some services are desperately needed in the neighbourhood.

It was felt that there should be a meeting just with the business community to focus specifically on their concerns and that these should be submitted to the Task Force. The concerns of the business community are different from those of the general community and therefore a seperate meeting would be appropriate.

It was felt that all information on the City Plan process and on all the procedures and processes of municipal government generally should be accessible. Not only should interpreters be provided but there should be literature available in Portuguese.

It was also mentioned that it is important to have children involved in the process, after all it is their city and they will have to live with the consequences of the decisions made. They should therefore have more of a say and more participation in the City Plan process. It was urged that there be meetings in the schools.

It was also suggested that there be established a Children's Day with activities for children and free rides on the TTC.

It was felt that Toronto was a good city because of its cultural diversity, fairly high level of racial harmony and relatively low crime rate. It is important to promote and support the cultural diversity that exists.

January 5, 1990

CITYPLAN '91 COMPENDIUM OF VIEWS
CITYPLAN '91 PUBLIC OUTREACH REPORT

1. NAME OF ORGANIZATION / COMMUNITY

PORTUGUESE MEDIA

2. PROFILE OF CONSTITUENCY

Representatives of Radio, Press, and TV from the Portuguese community.

3. TYPE/NUMBER OF MEETING AND PARTICIPANTS

(a) One Group meeting.

(b) Presentation followed by Questions and Answers.

(c) Present:

Mr. J. Mario, CIRV- FM. radio and TV
Mr. C. Pedro, " "
Mr. A. Cesar, CHIN- FM radio.
Mr. F. Neves, OPCAO News.
Ms. I. Carvalho " .
Mr. J.C. Sousa "
Ms. L Oloniz, Damilia Portuguess
Mr. A. Kunha, Familia Portuguess.

John Gladki, Director, Cityplan '91
Jennifer Khong, Multicultural Consultant, Cityplan '91
Bill Kennedy, Senior communication officer.
Martin Silva, city Councillor
Margarida Pacheco, Task Force member Citplan '91.

CITYPLAN '91 PORTUGUESE MEDIA BRIEFING
November 8, 1989
75 Elizabeth

FORMAT

Opening remarks: Ms. Margarida Pacheco

Presentation: John Glakdi

Questions/answers: all participants.

ISSUES IDENTIFIED

1. **Pullution** : **lake, water, air quality.**
2. **Transportation** : **traffic, parking, distribution of signs (street names and numbering of houses) are not clear. Bad street lighting in certain districts of the city.**
3. **Overdevelopment** : **Waterfront.**
4. **Housing** : **even distribution of housing.**
5. **Heritage** : **restoration of Historic Building.**

Spanish Community Representatives

(a:spanish.c)

January 18, 1990

CITYPLAN '91 COMPENDIUM OF VIEWS

CITYPLAN '91 PUBLIC OUTREACH REPORT

SPANISH COMMUNITY

The following report is a summary of the views that a sampling of the Spanish speaking community expressed in response to the Cityplan '91 survey. To date, January 19, the Cityplan '91 Office has received 18 such responses.

With regards to what people like about Toronto, there was, as in all 3 sections of the questionnaire, a wide range of responses. What these Spanish speaking Torontonians like about the City is:

1. The availability of parks and green space;

2. the public transportation system;

3. the range of public services available;

    - schools, especially elementary schools;
    - emergency services;
    - sanitation system;
    - police enforcement and feeling of safety; and
    - community services.

4. The City's healthy economy and the employment opportunities that come with it. Related to this were responses that praised the rate of urban growth, planning and the urban infrastructure. Also mentioned was the fact that the City offers many consumer opportunities.

5. "The legal system", the existence of human rights, freedom, etc., and the degree of government responsiveness.

6. The downtown area, traffic congestion and streetlife.

7. Other responses include:

    - the lake;
    - architecture;
    - friendly people;
    - multiculturalism;
    - cleanliness; and
    - awareness of environmental issues.

In contrast to these positive responses, what hispanics dislike about Toronto is:

1. Certain shortcomings in TTC service - the subway being singled out.
2. The high cost of living and the lack of **quality**, affordable housing.
3. Increasing crime rate:
    - drug trafficking;
    - assaults - especially against women; and
    - vandalism.
4. Pollution of air and water and prohibition of swimming in summer; garbage and the deterioration of green space.
5. Vagrancy, too many "abusers of the system" and complaints about the young people:
    - lack of respect; and
    - lack of civic duty.
6. Lack of adequate services - especially translation services and daycare.
7. Bad worker/employer relations
    - lack of respect for Latin American employees, especially on the part of Italian employers.
8. Harbourfront development:
    - ugly; and
    - catering only to the rich.
9. Other responses include:
    - traffic
    - discotheques
    - taxes
    - climate (winter)
    - decreasing birth rates
    - help for communist countries

The widest range of responses come from the section where people were asked for suggestions to improve the City. The only suggestions that were mentioned more than once were to provide more transit and move industry away from the lakefront. Others suggested that the City should:

- provide more co-operative housing and regulate housing costs;
- provide cafeterias in primary schools;
- clean the lake and reduce pollution in general;
- provide more green space;
- reduce crowding and impose limits on big buildings;
- intensify the fight against drugs;
- "improve" the Gardiner;

- destroy the Dome;
- decentralize work locations;
- restructure government to permit "stronger policies";
- provide more affordable, quality daycare;
- provide more translation services; and
- make a greater effort to fight diseases, such as cancer and AIDS.

Others suggested ideas that the City would have a very hard time in implementing such as:

- Make sure our democratic system is not displaced;
- stop the immigration of "unproductive" people;
- instill "conscientious values in children";
- stop helping communist countries;
- speed up the acceptance of refugee claimants; and even
- provide fax machines and computers "everywhere".

Special Interest Groups

Church Groups

Report to be included in Part II of the Compendium.

City Cycling

TORONTO CITY Cycling COMMITTEE

Date: December 21, 1989

From: Toronto City Cycling Committee

To: Cityplan '91 Task Force

Re: Compendium of Views Report

Last year the City Cycling Committee set making Toronto the best City for cycling in North America by the year 2000 as its goal. This report briefly summarizes the Committee's initiatives in researching and formulating a comprehensive cycling policy for the City, towards the achievement of that goal. The accompanying paper, *Bike to the Future,* provides an outline of important issues and presents proposals for achieving a City whose transportationation system is friendly not only to bicycle riders, but also to pedestrians and transit users. In short, the Cycling Committee proposes that the current system, heavily biased in favour of single-passenger motor vehicles, be transformed so that it equitably balances the needs of all road users.

1. The Toronto City Cycling Committee consists of twelve citizens and one City Councillor, appointed by City Council. The Committee's mandate is to promote the use of bicycles and to increase the safety of cycling in the City. The Planning and Development Department provides administrative support.

2. Profile of Constituency:
   - 104,000 adult cyclists (age 15 and older) in the City; 355,000 in Metro.
   - estimated 50,000 child cyclists in the City (accurate data not available)
   - cyclists who ride to work, school, and for shopping: 43,000 in the City; 104,000 in Metro.
   - sex of cyclists: 50% female; 50% male
   - median age: 30 years old
   - education level: 35% have completed or are attending university.
   - housing type: 70% live in a house
   - access to a car at all times: 51% for utilitarian cyclists; 70% for leisure cyclists

3.(a) The Cycling Committee meets twice a month and deals with a wide range of cycling issues. For the past eight months the Committee's Bike Plan Sub-committee has been researching the experience of North American and European cities in promoting bike use, with the aim of developing a comprehensive cycling policy for Toronto.

(b) Meetings of the Bike Plan Sub-committee are generally informal work sessions, and are always open to the public.

(c) Six to eight people regularly participate in the work meetings. The recent addition of a monthly newsletter for cyclists (circulation: 1,000) has attracted more public partcipation. The Cityplan survey will be mailed with the December newsletter. Local bicycle clubs and associations are being consulted.

The Toronto City
Cycling Committee

19th Floor, East Tower
City Hall
Toronto, Ontario
M5H 2N2
(416) 392-7592

(d) Survey of Cycling Enthusiasts: The Committee mailed 2,000 surveys to cycling enthusiasts in Metro this summer, 1,000 of which were completed and returned. The mailing list was compiled from local bicycle clubs, associations, and cycling activist groups. While the analysis and report are not yet complete, the following provides a general overview of the findings.

(i) Lack of safety is perceived as the major obstacle to cycling. Most frequently mentioned concerns were:
- traffic conditions
- lack of bike lanes
- road conditions

(ii) Respondents said cycling would grow if the City:
- provided bike lanes and wider curb lanes
- provided education for motorists and cyclists
- linked existing bicycle paths
- improved traffic conditions

(iii) Respondents would bike to work if:
- distances were less
- roads were safer
- showers and change rooms were provided at work
- better bike parking was provided

4. Summary of Issues and Proposals: see attached paper, *Bike to the Future.*

5. Suggested directions for outreach:
The City Cycling Committee is very interested in sponsoring a public forum on planning for cyclists to encourage input from cyclists and other interested groups in the formulation a policy proposal.

Bike to the Future

A Vision for a Bicycle-Friendly Toronto

The City's transportation system is unbalanced: clearly, it is heavily biased in favour of single passenger private cars. Making the bicycle a priority vehicle, along with automobiles and transit vehicles, would produce a well-balanced, diverse transportation system that could help reduce pollution and traffic congestion, and improve the health of Torontonians.

A balanced transportation plan will challenge our most basic assumptions about traffic. Improving traffic flow and imposing tougher emission standards are no longer enough to ensure that Toronto remains a healthy city into the next century. We need a shift in emphasis: away from private automobiles, and towards the alternatives - public transit, cycling and walking.

The 1991 Plan should set realistic targets and encourage strategies for reducing automobile trips, and increasing transit, bicycle, and walking trips in the central area. However, serious traffic reduction schemes can only be successful if the alternatives are made more attractive than driving. This paper will outline the City Cycling Committee's vision and proposals for developing a balanced transportation system, one where real transportation options exist.

Proposal: Set realistic targets and develop strategies for reducing automobile trips and increasing transit, bicycle, and walking trips in the City of Toronto.

Toronto Has a Large Cycling Population

Lack of planning - not a lack of cyclists - is the reason that bicycles occupy such a small percentage of city traffic (about 2 percent in 1988). Except as a means of recreation, the current Central Area Plan ignores the role that bicycles play. Yet despite the absence of a strong policy base for encouraging cycling, the Department of Public Works annual cordon counts show a 180 percent increase in bike trips since 1976, compared with a 30 percent increase in motor-vehicle trips. A 1986 study conducted by Ryerson's School of Urban and Regional Planning revealed that there are at least 355,000 adult cyclists in Metropolitan Toronto, and 104,000 in the City.

Increase Commuting Options

Despite the tremendous growth in the bicycle's popularity, only three percent of Toronto adults ride to work; most do so only occasionally. The 1989 survey of cycling enthusiasts conducted by the City Cycling Committee revealed that while most respondentss use their bikes for personal errands (79 percent) and for recreation (94 percent), fewer than half ever bike to work.

The Toronto City
Cycling Committee

19th Floor, East Tower
City Hall
Toronto, Ontario
M5H 2N2
(416) 392-7592

For many people there is no alternative to commuting by car. Rightly or wrongly, they do not perceive transit or cycling as options because of the inconvenience, the lack of safety, or they have simply never tried those modes of transportation. Influencing choice of transportation mode requires changing entrenched habits: If one has never cycled to work, commuting by bike is simply not an option. The Cycling Committee's recently initiated Bike-to-Work program encourages people who have never commuted by bike to try it. By doing it once, the chance that they will do it again increases. The bicycle thus becomes one of their options.

Proposal: Encourage the develoment of programs that expand the range of mode choice for commuters.

Reduce Systemic Hazards for Cyclists

Cycling will not be a commuting option for most Torontonians if it means taking their lives into their hands on busy city streets. Cycling enthusiasts who do not bike to work cite lack of safety as the major obstacle. Their primary concerns are traffic conditions (speed and volume of traffic, and driver attitude), lack of bike lanes, and road conditions (sewer grates, potholes, debris, and streetcar tracks). Almost half of the respondents to the 1989 survey (46 percent) had a bike accident in the past five years, and 58 percent knew someone who had an accident in the past year.

The type of accidents that cyclists have is an accurate indicator of the inequity cyclists face everyday on City streets. Road surface conditions, which do not present a hazard to motorists, were a factor in 38 percent of accidents reported by the 1989 survey respondents. Not surprisingly, 18 percent of the accidents involved streetcar or railway tracks. The other 20 percent involved glass and debris (7%), potholes (7%), and sewer grates (6%). While there is not an easy solution to the hazard posed by streetcar tracks, it seems clear that 14 percent of bike accidents could be prevented by a maintenance program that is sensitive to bicycles. While it is inconceivable to imagine that standard road features, like sewer grates, would be tolerated if they frequently caused motorists to crash, these are precisely the conditions that cyclists encounter.

Proposal: Encourage the development of road design and maintenance standards which reduce the risk of accidents and injuries to cyclists.

A Network of Bicycle Lanes and Paths Will Encourage Cycling

Bicycle facilities that make cycling safe and convenient - separate paths, bike lanes on the street, and wide curb lanes - will encourage people to use their bikes more often, just as the convenience of blue boxes has encouraged Toronto residents to recycle.

While every street must be considered a cycling street priority should be given to identifying and improving those streets with high cycling demand. A network of safe bike routes as dense as the arterial road network is for cars will make riding a bike as safe and convenient as driving a car or taking the TTC. The City should adopt a policy to ensure that an exclusive bike lane or path is made available within one kilometer from any point in the City. In such a system, cyclists will never have to travel more than one kilometer in mixed traffic from home to an exclusive bike lane, or from the bike lane to their destination. Montréal adopted a similar policy in 1988, and has just begun a ten-year program to implement the policy.

The Cycling Committee has requested funds in its 1990 Operating Budget for a study to establish a major north-south and an east-west dedicated bicycle route which will form the backbone of a cycling network. A number of other projects which could become part of this network have already been initiated. The Cycling Committee's proposal for exclusive bike lanes on Queen's Quay is close to becoming a reality. The proposed Bay Street bus-bike lanes, from Bloor Street to Front Street, could be connected with Queen's Quay. The potential for exclusive bike-lanes is being examined in the planning for Ataritiri. The Railway Lands present an opportunity to create strong north-south links with the waterfront for cyclists.

Proposal: Establish a network of exclusive bicycle lanes and paths, available from within one kilometer from any point in the City, so that cyclists never have to travel more than one kilometer in mixed traffic to a bike lane or path.

While an effective cycling network will depend primarily on exclusive bike lanes on the street, off-street routes that provide convenient commuter access are also important. Wherever possible, linear right-of-ways such as hydro and rail corridors should include bike routes. The CN rail corridor, which feeds into the central area from the Weston Road area in the west-end and the Danforth-Victoria Park area in the east-end, could significantly reduce bicycle commuting time to the core in a relatively safe and controlled environment. Cyclists could feed into this bicycle expressway on local routes in neighbourhoods along the rail corridor.

Proposal: Encourage the development of bike paths in and along the hydro and rail corridors, abandoned rail lines, and other linear rights-of-way.

Although bike paths in parks and ravines serve primarily a recreational need, they are an integral part of a comprehensive cycling network. Where feasible, the existing paths should be linked, just as the new Lower Don path will link the Central Don system with the waterfront Martin Goodman Trail.

With the Lower Don path in place, a ring route can be created by linking the Humber and the Lower Don paths via new paths in Moore Park Ravine, the Mount Pleasant Cemetery, and the Belt Line rail corridor. This ring route would enable cyclists to circle the City - a distance of approximately 50 kilometers - in an environment that is both safe and free from motor vehicle traffic.

Proposal: Encourage the development of a bicycle ring route encircling the City, linking the Martin Goodman Trail, the Humber River path, and the Lower Don paths, with future paths in Moore Park Ravine and the Belt Line rail corridor.

Invest in Alternatives to Automobiles

The kind of proposals described in this paper require a major investment in cycling. Given that bike trips represent about two percent of all vehicle trips in the central area, an appropriate investment in specific bicycling improvements would be one to two percent of the City's annual roads budget. Compared with transit and automobile-oriented transportationation projects, bicycling facilities are a bargain. The money required for the Front Street extension alone, an environmentally questionable expense, could build over 160 kilometers of separate bicycle paths in parks and ravines, or many more kilometers of bicycle lanes on City streets.

Non-traditional projects, no matter how worthwhile, often lose out in the funding squeeze because traditional transportation projects usually have priority. In other words, it is easier to maintain the status quo than to plan for real change. We could begin to correct this imbalance by requiring all road building or reconstruction proposals to include strategies for providing energy-efficient or non-polluting alternatives. When measured against the potential return on investment for transit or cycling improvements, it seems clear that new or widened roads are not a sound investment in the future health of Toronto.

Proposal: Establish a policy requiring an appropriate percentage of the City's annual roads budget be set aside for energy-efficient or non-polluting modes of transportationation, and that all new road construction or road widening proposals must include strategies to encourage energy-efficient and non-polluting modes of transportation.

Bicycles and Transit Complement Each Other

The bicycle is already the fastest mode of transportation for short trips in the City (for distances up to six kilometers). There is also an enormous untapped potential for combining bicycles and public transit for longer trips because, with few exceptions, every City of Toronto resident lives within a ten-minute bike ride of a subway station (see Figure 1). European and Japanese experience show that both bicycle and transit ridership can be increased by providing bike parking facilities at subway and train stations, providing bike routes to and from stations, and actively promoting combined bike-transit trips.

According to the Washington-based World Watch Institute, a 1983 study of American commuters revealed that just getting to public transit by bike instead of car would cut gasoline consumption for each commuter by almost 20 percent a year. Replacing a drive-to-work trip with a bike-and-ride trip would halve annual gasoline consumption for the average motorist.

Proposal: Encourage increases in transit and bicycle ridership by providing secure, covered bike parking at all subway and Go stations, providing bike routes to and from stations, and actively promoting combined bike-transit trips.

Whenever possible surface transit improvements should also strive to increase bicycle ridership, because a strong bicycle-commuter population will strengthen the transit system. The 1989 survey of cycling enthusiasts revealed that bike commuters are twice as likely to choose public transit when they are not riding, than are cyclists who do not ride to work. In turn, a strong transit system provides an excellent foul weather alternative for cyclists.

Surface transit improvements that increase the safety of cycling and reduce the convenience of driving, like the bus lanes proposed for Bay Street, combined with effective bike-and-ride programs, will be effective in encouraging bike commuting for both short and longer trips. The car is the mode of choice for 52 percent of cyclists who do not bike to work, because of the perceived inconvenience and lack of safety of the alternatives.

Proposal: Encourage strategies which improve cycling and surface transit together, while at the same time reducing the convenience of driving, such as by providing bus-bike lanes on major bus routes.

Redesign Roads to Serve All Users Equitably

Road design and traffic management priorities are geared to providing first class service for rush-hour automobile traffic, which is neither energy nor space efficient, at the expense of more efficient and non-polluting road-users. Many legitimate road users - delivery vehicles, transit riders, cyclists, and pedestrians get second class service. Given that many four lane arterials are adequately served by two lanes in off-peak hours, perhaps we should base automobile traffic demand estimates on off-peak hours, thus freeing up valuable space to provide first class service to alternate modes. Space on the road, usually dominated by cars, could be re-allocated for transit and bike lanes, or wider sidewalks for pedestrians. This could produce a more balanced system, one that works to capacity all day rather than a car-oriented system, which is designed to work to capacity only during the a.m. and p.m. rush-hour periods.

Proposal: Encourage strategies that use the existing roads more efficiently by recycling automobile dominated space for transit and bike lanes, and wider sidewalks.

While on-street parking is very important in many residential neighbourhoods, the value of parking on arterials is questionable, if not exaggerated. In Copenhagen, studies revealed that only five percent of retail strip customers arrived by car and parked on the street. Further, many of the on-street parking spaces were occupied by the merchants' and employees' cars. Based on this information, parking was removed from many arterial streets in favour of bike lanes and/or wider sidewalks. It's hard to believe that the viability of businesses on retail strips like Bloor Street are dependent on the limited number of car spaces available on the street. Recycling curb-side parking spaces for bus or bike lanes and wider sidewalks could increase the quality of life on arterial streets.

Proposal: Replace on-street car parking spaces in retail strips with bus or bike lanes, and/or wider sidewalks.

Streets For People Not Cars

While considerable effort has gone into protecting Toronto's neighbourhoods in the past 15 years, in some respects the efforts have fallen short. A good barometer for guaging the friendliness of our neighbourhood streets is to ask yourself; "Do I feel comfortable allowing my child to ride her bicycle to school on neighbourhood streets?" Sadly, the answer is a resounding "no" in many Toronto neighbourhoods. The streets just aren't safe for children.

Current efforts have failed because they have focussed primarily on discouraging through traffic in neighbourhoods, and not on the speed of cars relative to pedestrians and cyclists. Stop signs may be successful in slowing down traffic at intersections - although fewer and fewer drivers come to a full stop - but they do absolutely nothing to slow down motorists mid-block. It doesn't matter how few cars there are on the street if they are travelling more than 30 km per hour faster than cyclists and pedestrians. To compound the problem created by the speed differential, we inadvertantly encourage motorists to assume they always have the right of way (unless the law requires them to stop, such as at a designated pedestrian crossover). The message to pedestrians is clear: stay out of motorists' way except at designated locations. Neighbourhood streets, it seems, are for cars not people.

In addition to the concerns for safety, neighbourhood streets are a waste of public space, in a City where public open space is such a precious commodity. Toronto should consider following Bordeaux's lead by proclaiming neighbourhood streets as "green streets". This approach treats streets as public space for a variety of uses, not just as transportation corridors for moving cars. While full motor-vehicle access and parking privileges would be permitted, pedestrians and cyclists would have priority, and motorists would not be allowed to exceed bicycle and pedestrian speeds.

Imagine neighbourhoods connected not by roads dominated by cars, but by a network of linear, public open spaces, shared by cyclists, pedestrians and motorists. Good urban design principles, rather than barriers, would transform these streets into safe, enjoyable places for neighbourhood residents. There would be no need for a delineation between the sidewalk and the street. Trees, kiosks, benches, flower boxes, and lamp posts would be used to define space and to ensure that motor-vehicles would have difficulty exceeding walking or bicycle speeds.

This concept is expensive to implement because it requires a major redesign of streets, but it would be far more effective in protecting and strengthening Toronto's neighbourhoods than the present approach. While these "green streets" are not intended specifically for cyclists, they would provide an excellent complement, at the neighbourhood level, to the network of exclusive bike lanes.

Proposal: Encourage the development and evaluation of neighbourhood "green streets", on which pedestrians and cyclists have priority, and motor-vehicles are restricted to bicycle and pedestrian speeds.

Car-free Sundays

Several cities already prohibit automobiles on Sundays on key urban streets. Ottawa closes the Ottawa River Parkway, Vancouver closes Stanley Park roads, and Seattle closes Lake Washington Boulevard for their monthly Bicycle Sundays during the summer. In Bogota, Colombia, half a million city residents cycle, walk, jog, and roller skate every Sunday morning on 56 kilometers of arterial roads that are closed to cars in a six-year-old program called "the city for the citizens". How about a "Green Sunday" in Toronto, where certain arterial streets are reserved for non-polluting uses? Regular street closures on Sundays, the day when the streets are least in demand, would not only provide fantastic recreational opportunities for City residents, but would also get people used to the idea of restrictions on automobile use in the City. Imagine tens of thousands of cyclists, of all ages, cycling down the Don Valley Parkway and looking out over the city and the lake from a car-free Gardiner Expressway.

Proposal: Close certain arterial roads to cars on Sundays to provide safe opportunities for non-polluting recreation and travel in the City.

Include Bikes in The Planning Process

Addressing cyclists' needs incrementally in the planning process is also an effective means of promoting cycling. Low cost measures, such as requiring all new developments to provide secure bike parking, shower, and change rooms for bike commuters, will encourage bike-to-work trips. Bike parking should also be provided in all new sidewalk construction or beautification, at parks and recreation facilities, at all public buildings, and in City-owned parking lots.

Proposal: Provide secure, covered bike parking, and shower/change rooms for bike commuters in all new developments. Provide bike parking in all new sidewalk construction, at parks and recreation facilities, in City-owned parking lots, and at public buildings.

Wider curb lanes could be provided by simply narrowing the inside lanes to ten feet and using the extra space to create widened curb lanes, up to a maximum of 4.5 meters. A wide curb lane allows motorists to pass slower cyclists safely, without changing lanes. This could easily be done when a street is resurfaced or the lane markings are repainted.

Proposal: Provide wide curb lanes, by reducing the inside lanes to ten feet, whenever a road is resurfaced or the lane markings are repainted.

All development proposals should include strategies for encouraging transit and bicycle use, and minimizing automobile use. Developers should have the option of reducing their car parking spaces by replacing them with at least an equal number of secure, covered bike parking spaces. Automobile parking requirements for new developments could be reduced or, in some cases, eliminated altogether. Transit and cycling improvements could be funded through a transportationation or environmental levy on all large developments.

Proposal: Require all development proposals to include strategies for minimizing automobile use and encouraging transit and bicycle use.

Make Polluters Pay

Requiring drivers to purchase a permit to drive in the central area could discourage many unnecessary car trips, and would raise revenues for providing alternatives to driving. The permit fee should be at least 50 percent higher than a TTC monthly pass. Allowing the permit to be used as an integrated TTC-GO pass might also encourage increased transit ridership. While a polluter pay system inevitably favours those who can afford to pay, it will raise public awareness of the enormous hidden social costs associated with indiscriminate automobile use. A permit system, combined with traffic-calming measures and priority for transit and cycling, could produce a balanced transportation system that is fair for all users.

Proposal: Introduce a permit system for motorists who want to drive in the Central Area, and apply the revenues generated by it towards transit, cycling, and pedestrian amenities.

Bike to the Future

Summary of Proposals

1. Set realistic targets and develop strategies for reducing automobile trips and increasing transit, bicycle, and walking trips in the City of Toronto.

2. Encourage the develoment of programs that expand the range of mode choice for commuters.

3. Encourage the development of road design and maintenance standards which reduce the risk of accidents and injuries to cyclists.

4. Establish a network of exclusive bicycle lanes and paths, available from within one kilometer from any point in the City, so that cyclists never have to travel more than one kilometer in mixed traffic to a bike lane or path.

5. Encourage the development of bike paths in and along the hydro and rail corridors, abandoned rail lines, and other linear right-of-ways.

6. Encourage the development of a bicycle ring-route encircling the City, linking the Martin Goodman Trail, the Humber River path, and the Lower Don paths, with future paths in Moore Park Ravine and the Belt Line rail corridor.

7. Establish a policy requiring an appropriate percentage of the City's annual roads budget be set aside for energy-efficient or non-polluting modes of transportationation, and that all new road construction or road widening proposals must include strategies to encourage energy-efficient and non-polluting modes of transportation.

8. Encourage increases in transit and bicycle ridership by providing secure, covered bike parking at all subway and Go stations, providing bike routes to and from stations, and actively promoting combined bike-transit trips.

9. Encourage strategies which improve cycling and surface transit together, while at the same time reducing the convenience of driving, such as by providing bus-bike lanes on major bus routes.

10. Encourage strategies that use the existing roads more efficiently by recycling automobile dominated space for transit and bike lanes, and wider sidewalks.

11. Replace on-street car parking spaces in retail strips with bus or bike lanes, and/or wider sidewalks.

12. Encourage the development and evaluation of neighbourhood "green streets", on which pedestrians and cyclists have priority, and motor-vehicles are restricted to bicycle and pedestrian speeds.

13. Close certain arterial roads to cars on Sundays to provide safe opportunities for non-polluting recreation and travel in the City.

14. Provide secure, covered bike parking, and shower/change rooms for bike commuters in all new developments. Provide bike parking in all new sidewalk construction, at parks and recreation facilities, in City-owned parking lots, and at public buildings.

15. Provide wide curb lanes, by reducing the inside lanes to ten feet, whenever a road is resurfaced or the lane markings are repainted.

16. Require all development proposals to include strategies for minimizing automobile use and encouraging transit and bicycle use.

17. Introduce a permit system for motorists who want to drive in the Central Area, and apply the revenues generated by it towards transit, cycling, and pedestrian amenities.

CORRA

January 18, 1990

1. Confederation of Resident and Ratepayer Associations

2. Profile

   Umbrella organization representing 30 resident and ratepayer associations in the City of Toronto

3. (a) One Meeting with John Gladki
   November 29, 1989
   City Hall
   Committee Room No. 6

   (b) Format

   Presentation and Discussion

   (c) Number of People

   Eight

4. Summary

   (see attached)

Confederation
of
Resident & Ratepayer Associations

December 19, 1989

Mr. John Gladki
Planning & Development Dept.
City Hall, East-19th. Floor
Toronto, Ont.
M5H 2N2

Re: CITYPLAN '91

Dear John,

Thank you for addressing CORRA at its Council meeting Nov. 29th. You clarified the concerns of the City Plan '91 Task Force and the approach it has taken to-date.

CORRA's concerns are:

TRANSPORTATION

We are concerned that developmental planning and transportation capabilities are often out of step and that this situation is exacerbated as the City (and Metro) grow. Transportation planning is often simply a 'knee-jerk' response to over-development, for which there has been inadequate attention paid to 'impact'. Major development is too often approved despite (and not because of), the Official Plan. In other words the development process takes place in a vacuum, and this leads to ill advised solutions such as wider roads, more expressways and the dreadful concept of 'one-way streets', a sure fire way to destroy the historic commercial quality of many of our downtown shopping streets.

CORRA urges the Cityplan '91 Task Force to consider nothing in downtown developmental planning if it is not inextricably linked to a transportation plan. The two are inseparable and their dependence on each other must be clearly demonstrated so that future politicians will not be tempted to abandon the plan in the interest of excessive development. Money to pay for improved public transit could come from dollars diverted from road construction.

DENSITY

Cityplan '91 should consider reductions in density based on the ability of the present system to function, and allow increases only as there are improvements.

PARKING

Discouraging parking will not work; it will only make business more expensive. The reality at present is that so long as major banks, insurance companies, hospitals and government agencies are located in Toronto, people from exurban and rural areas where public transport is not readily available will still have to drive cars to the City. Cityplan '91 should include a policy statement of intention to provide for gateways for the debarkation from cars to public transit.

HOUSING

CORRA supports intensified housing along Metro arterial roads. These areas should be zoned CR and designated as mixed use in the Official Plan, and should take Heritage Preservation into account. Zoning should always match the Official Plan designation.

LINKAGE WITH OTHER TASK FORCES

The Cityplan '91 study should be circulated for comment to other task Forces now working on urban design issues in the downtown/midtown area. i.e. the Gardiner/Lakeshore Task Force, the Crombie Commission, and the Metropolitan Toronto and Region Conservation Authority. We understand that the T.T.C., and Provincial ministries are already involved in discussions with Planning staff.

RIGHTS-OF-WAY

Cityplan '91 should consider acquisition or long-term lease of existing railway and hydro rights-of-way, for linear transit, bicycle paths and parkland.

CITIZEN PARTICIPATION

There should be policy statements in the Official Plan relating to the involvement of citizens at the preliminary and final report stages. There should be notices to those affected by Official Plan and/or zoning amendments.

Thank you for your interest. These are our concerns. we would appreciate hearing from the Task Force and we hope that we may be kept up-to-date on future developments.

Yours truly,

Howard Joy

Howard Joy
Chairman

Disabled

Ontario March of Dimes

Report of the Task Force Outreach to the Disabled Community
Meeting held November 28, 1989
City Hall, Committee Room #5, 9:30-11:45 am

1. **Task Force organization/community representation:** People with physical, psychiatric and developmental disabilities

2. **Profile of constituency:** People with disabilities represent at least 14 percent of the population of the City of Toronto. This includes a significant proportion of seniors with impairments, as well a variety of psychiatric, developmental, mobility and sensory impaired individuals. The community is severely fragmented and isolated from the mainstream due to economic, social, informational and physical barriers. Mean annual income level for this group is $9,000, according to Statistics Canada figures. Only 45 % of this population participated in the labour force. Clearly, the disabled population is one of the most vulnerable groups in society, with a much poorer array of social services and opportunities to address their concerns.

3.(a)**Type/number of meetings/contacts made:** 30 disability organizations and self-help consumer groups were contacted for an initial focus group discussion on disability issues and priorities, and how these could be addressed by Cityplan '91. Other focus group discussions are planned with organizations representing people with developmental and psychiatric disabilities, and active coalitions around the key issues of transportation, employment and housing. Followup meetings are envisioned with each of these focus groups to discuss strategies, the overall report and methods of monitoring action.

3.(b)**Format of meetings:** The initial focus group discussion was a round table format, with individuals encouraged to list larger issues and concerns. The meeting began with an introduction by Jordan Max, who introduced the participants and gave a brief summary of the purpose of the focus group. Tom Ostler of the Planning Department explained the Cityplan '91 purpose, process and timelines. Larry Hodgson of the Planning Department gave a summary of City initiatives with regard to persons with disabilities, the various reports produced over the last 15 years and an introduction to current initiatives, as well as some of the problems of implementation. Michael Wright of the Planning Department then presented some highlights of his recent demographic analysis of the disabled community. The group then raised some of its concerns, which was recorded (see attached).

3.(c)**Number of people involved:** 13 representatives of various organizations, with regrets from another 5 organizations.(A complete list of all invitees is attached).

4. **Summary of issues identified and proposals made:** While the issues identified were very diverse, reflecting the diversity of physical needs of persons with disabilities, some overall themes and priorities were discernable. These were the tremendous need for universally accessible housing options, with a wide, portable and flexible attendant care or support services system to allow persons with disabilities to live independently. Improvements to the provisions as well as the compliance to the Ontario Building Code were also a major concern in the built environment.

Improving attitudes and awareness-raising concerning disabilities was highlighted as a crucial role for the City. Informational access via multimedia forms plays a large part in the involvement of persons with disabilties. Physical safety in pedestrian modes of travel was also emphasized, particularly if the City wants to lessen in-commuting. In summary, a much more universally accessible, "user-friendly" physical environment would greatly improve the quality of life for persons with disabilities, but it is only one part of necessary reforms to employment, income assistance, housing and transportation services. These should culminate in a vision of the City of Toronto becoming fully accessible by the year 2000.

5. **Suggested directions for future outreach:** Continued followup meetings with this and other focus groups to clarify the vision, establish priorities and strategies for action. This group is generally not knowledgeable about City issues, and how the City's actions or inactions can impact on their quality of life. Thus it is crucial for the long term that we continue to invest the time in educating this group on the process of Cityplan '91. The Cityplan questionnaire should be circulated widely in the disabled population through the focus group discussants.

Mailing list for Task Force Outreach to Disabled Community

Patti Ryan	McLeod House-Cheshire Homes 11 Lowther Avenue Toronto M5R 1C5	925-7885
Sam Savona	PUSH Ontario- Central Region 341 Bloor Street West, Apt.908	596-0335
Stephanie Poole	McLeod House-Cheshire Homes 11 Lowther Avenue Toronto M5R 1C5	
Alan Thwaits	Clarendon Foundation 50 Cornwall Street, Suite 514,Toronto M5A 4K5	365-9549
Barry Dalrymple	Canadian National Institute for the Blind 1929 Bayview Avenue,Toronto M4G 3E8	480-7401
Diane Arazm	Canadian National Institute for the Blind 1929 Bayview Avenue,Toronto M4G 3E8	480-7401
Robert Jones	Three Trilliums Community Place 300 Dufferin Street,Suite 713,Toronto M6K 3E5	533-8309
Lucy Costa	25 Elm St.Apt. 502,Toronto M5G 2G5	599-5243
Debra Tomlinson	Cheshire Homes Foundation 40 Orchardview Blvd.Suite 211,Toronto M4R 1B9	487-0443
Anne Adams	Barrier Free Design Centre 2075 Bayview Avenue,Toronto M4N 3M5	480-6000
Barbara Brunton	Arthritis Society 250 Bloor Street, Suite 401, Toronto M4W 3P2	778-1902
Belinda Harris	Arthritis Society 250 Bloor Street, Suite 401, Toronto M4W 3P2	431-0672
Fran Brown	Bloorview Children's Hospital 22 Buchan Crt. Willowdale M2J 4S9	
Angie Haines	Metropolitan Toronto Association for Community Living 8 Spadina Road, Toronto M5R 2Z9	
David White	Supportive Housing Coalition 134 Lower Sherbourne Street,Toronto M5A 4J4	
Capri Rabin	Canadian Hearing Society 271 Spadina Road, Toronto M5R 2V3	
Executive Director	Ontario Federation for the Cerebral Palsied 1020 Lawrence Ave.W.,Suite303 Toronto M6A 1C3	

Norma Kelly	Ontario Foundation for Visually Impaired Children Inc. P.O. Box 1116, Station D Toronto M6P 3K2
Executive Director	Ontario Lung Association 573 King Street E.,Suite 201,Toronto M5A 1M5
Executive Director	Self-Help Clearing House of Metropolitan Toronto 40 Orchardview Blvd.,Suite 15,Toronto M4R 1B9
Executive Director	Ontario Mental Health Foundation 365 Bloor St. E.,Suite 1708, Toronto M4L 3A1
Director	Canadian Diabetes Association 562 Eglinton Ave.E. Suite 313 Toronto M4P 1B9
Director	Canadian Paraplegic Association, Ontario Division 250 Sutherland Drive, Toronto, M4G 3V9
President	BOOST, 597 Parliament St.#B3 Toronto M4X 1W3
Executive Director	Silent Voice, 768 Pape Ave.Toronto M4K 3S7
President	Stroke Recovery Association 170 The Donway W.,Suite 122,Don Mills M3C 2G3
President	Spina Bifida & Hydrocephalus Association 55 Queen Street E.,Suite 300, Toronto M5C 1R6
Marcia Munro	Variety Village, 3701 Danforth Avenue.,Toronto M1N 2G2
Executive Director	Parkinson Foundation of Canada, Toronto Chapter, 55 Bloor Street W.,Toronto M4W 1A5
Wendy Wong	Multiple Sclerosis Society, Toronto Division 250 Bloor Street E.,Suite 820 Toronto M4W 3P9
John Ellis	Epilepsy Association 80 Richmond St.W.,Suite 804,Toronto M5H 2A4
Anita Jacobson	Community Occupational Therapy Associates 3101 Bathurst St.,Suite 200,Toronto M6A 2A6
Michael Ryan	Muscular Dystrophy Association 150 Eglinton Ave.E.,Suite 401,Toronto M5P 1E8
Joann Hucee	Disabled Persons Working Together 121 Kennedy Ave.,Suite 109 Toronto M6S 2X8
Vic Willi	Centre for Independent Living -Toronto 182 Brunswick Avenue, Toronto M5S 4S5

David Baker	Advocacy Resource Centre for the Handicapped 40 Orchardview Blvd.Suite 255,Toronto M4R 1B9
Christine Featherstone	Heart and Stroke Foundation of Ontario, Toronto Division 477 Mt.Pleasant Rd.,4th floor,Toronto M4S 2L9
Sandra Carpenter	Handicapped Employment Program, Ministry of Labour 400 University Ave,10th floor,Toronto M7A 1T7
Eileen Barbeau	Services to Persons with a Disability University of Toronto, 214 College St. Toronto, M5T 2Z9
Bruce Porter	Centre for Equality in Accommodation 517 College Street, Toronto, M6G 1A8
Co-ordinator	Participation Apartments Windward Co-operative 34 Little Norway Crescent, Toronto
Donna Phillips	Bellwoods Park House - 389 Church Street 389 Church Street, Suite 201, Toronto M5B 2E5
Karen Robinson	Bellwoods Park House 300 Shaw Street, Toronto, M6J 2X2
Heddy Chandler	Ashby House 78 Springhurst Avenue, Toronto, M6K 1B8
Rose Horan	Bellwoods Park House Outreach Program 80 Spadina Avenue, Toronto, M5V 2J3

November 28/89

FOCUS GROUP

Problems:

- Confusing service needs of elderly with disabled
- Hearing/Visual impairment vs. mobility i.e. drop curb elevator buttons (universality not necessarily desirable)
- Attendant Care - for the accessible apartment, BuiltOin Co-ops
- Employment Accommodation
- Inadequate apt's. occupied by disabled therefore attendant care is available there - older Cityhome buildings)
- Portability of attendant care
- Att. Care - Major problem - for all activities not just in home
- Barriers to Educate - integration into classrooms
- Role for O.P. - Address attitudes & awareness
- Development of Housing stock that won't become obsolete, i.e. incorporate adaptibility for future changes - not just social housing, but for all housing projects. (Universal design - long term).
- Get changes to building code - but how to influence S.F. Homes (not covered by O.B.C.)
- Promote an accessible Built-Form
- O.B.C. - Minimum - Access to main floor
- Developmentally disab led and mental health problems tend to be overlooked

Q. Information - Access to City Hall?/Services

- Arth. Society as a cotnact to the broader community
- SAFETY - big concern in older units
  - outside safety - curbs not safe or accessible

  - blockage of the curb cuts by pedestrians and drivers
  - handicapped parking

  - streetcar tracks - regular improvements in high traffic crossings

  - timing of lights at crossings
  - audible systems

  - need a greater emphasis on pedestrian movement
  - awareness about construction sites

- SAFETY - construction projects directing pedestrians onto road and back to walkway - no temporary ramp

- not enough benches - when they are present they are too LOW
- shopping streets, malls, parks

(Developers removing benches (and planters) from Mall space)

- Adding/changing seating on transit too
- Canopies to protect sidewalks & paths from snow and ice
- Accessibility to all public buildings
  - no one to complain to - suggest Central Hotline to funnel complaints
- Could Ramps be made from different material so it's noticeable to visually impaired
- Unsafe - Ramps offset - walk into traffic
- Width of Aidles in Stores
- Sidewalk Sales
- Downtown street vendors - Daily
- Make emergency shelters accessible through Retrofit
- Lot of calls for Emergency Housing
- BANKS - counters too high
  - aisles too narrow
  - A.B.M.'s not accessible
  - ABM's - behind a door - not accessible

O.B.C. ? Automatic Door Opening

- What frequency do Disabled use City Services?
- People won't express interest unless the service is available
- Childcare - Accessibility
- Central Service facility - all agencies "One-Stop" shopping

VISION:

For Action Committee: To make Toronto Accessiblr by the Year 2000

O.B.C. - Feminization of Disability

Elderly

TMCA

Toronto Mayor's Committee on Aging
Department of the City Clerk
City Hall
Toronto, Ontario
M5H 2N2

Reply attention of:

Constituency - Older people in the City of Toronto
73,265 age 65+
12% of population

Consultation meetings held within committee

Surveys distributed at conference meetings and fairs

Issues raised in surveys:

- housing
- home support services
- transportation
- health
- environment
- income and costs
- safety

Issues for planning:

Seniors must be involved in planning process
Seniors have a lot to offer
Seniors are diverse and require variety of options and solutions
Services to seniors must be appropriate in both quality and quantity
Seniors are entitled to continue to live in the same community as they get older
Seniors should not be ghetto-ized
Services must be readily accessible

SENIORS ISSUES

Major seniors issues have long been identified. They are becoming more important with the general "greying" of society and also with the changing demands of today's seniors. Current wisdom accepts the following principles:

Principles

- Seniors themselves must be firmly involved in the planning process for their future.
- Seniors are not a homogeneous group so no one single set of solutions is possible. There is a tremendous difference between the young active senior who has abundant vitality and independence and the old, old frail individual who needs massive support.
- It is not desirable to force on a senior more services than are required to maintain his or her chosen life style. It follows that there must be realistic options to satisfy the particular needs of individual seniors. This is not only a humane consideration but is presumed to be a cost effective approach.
- Generally seniors should be enabled to remain in their own community as they age.
- No more than anyone else, should seniors be singled out for ghetto-ization physically, socially or psychologically.
- Services should be provided in such a way that they are openly accessible on a "one-stop" basis.

Issues

INVOLVEMENT: Ways must be found by planning and providers to effectively bring seniors with their expertise and skills into the research, selection and administration of programs and services affecting their future.

ATTITUDES: Seniors have a lot to offer in terms of experience and motivation. They react poorly to being portrayed or treated in demeaning, stereotypical ways. Like everyone else, they respond well to realistic challenges.

HOUSING: This is the area of major concern to seniors and caregivers. Seniors should have choices where to live in facilities that are appropriately located, provide the right level of service, be affordable and subsidized where necessary, allow for companionship and mutual support as desired, and be a link in a dependable chain which allows the senior to graduate to more or less dependency as circumstances change.

HOME SUPPORT SERVICES: A whole range of services are required to enable a senior to remain in situ rather than being forced prematurely into an "institution". This implies not only such obvious services as Meals-on-Wheels, shopping assistance, medical and nursing support and homemaker help but also respite and financial support to family caregivers who otherwise could not cope long term with their voluntarily assumed responsibilities.

TRANSPORTATION: Transportation systems are generally designed for the active user. They are only peripherally constructed for riders with special needs, eg. mothers with young children, people with cognitive or physical difficulties, etc. Almost no effort has been expended to make transportation systems friendly to seniors who have no particular handicap except a little physical instability, a degree of deterioration of the senses or diminished stamina. Seniors per se are almost never part of the planning team for transportation services and this absolutely has to be corrected.

HEALTH: Seniors are in general more healthy than ever before. The number of medical professionals specializing in gerontology remains surprisingly small as are the numbers of professionals taking a holistic and preventative approach to health (wellness versus sickness). Seniors have three main concerns:

- Not to be victimized by over medication;
- That affordable, good quality medical care will continue to be available as they age; and
- That they be given enough information on their condition and possible remedy that they can make their own informed decisions affecting their treatment.

MULTICULTURAL: Seniors have increased sensitivity to their roots to the extent that general solutions to seniors issues may be totally invalidated if multicultural issues are not taken into account. This covers such aspects as language, holidays, food, culture and neighbourhood.

SECURITY: Seniors can be imprisoned if they do not feel safe on the streets, or sidewalks, on public transportation and in the home. Safety is an issue that must be addressed by service agencies as well as the police.

Survey

The attached tabulation was abstracted from seniors replies to questionnaires that were handed out at conferences, workshops and other meetings or responses to general invitations to participate. They are in no way meant to be systematically gathered nor can equal weight be given to the various categories. What we have, however, is a somewhat comparative, descriptive listing of areas of concern that seniors hope will be addressed. The outstanding issue would appear to be housing with the environment also being heavily identified as a problem.

One respondent reported: "If you don't reduce the costs of living here, you will lose the vast majority of seniors to the towns, villages and countryside. Toronto will become a place only for the rich". On the other hand many respondents commented very positively on their feelings about Toronto saying, "It's clean, it's safe, it's interesting, it's civilized, it's wonderful".

The balance for most seniors seems to lie somewhere in between.

WHAT SENIORS LIKE ABOUT TORONTO

Issue	Number of References	
Variety of things to do	16	
Arts and entertainment	10	
Good transportation	10	
Clean	8	
Safe	7	
Vitality	7	
Parks	7	
Other	24	89

CONCERNS EXPRESSED BY SENIORS

Housing:		
Affordable secure options	61	
Rent controls	7	
Less high rises	6	
Other	5	79
Environment:		
Restrict downtown traffic	18	
Air pollution	12	
Restrict Waterfront development	6	
More park land	5	
Halt future "Skydomes"	5	
Limit downtown development	4	
Other	11	61
Health and Wellbeing:		
Seniors involved in planning	7	
Holistic & Preventative medicine	5	
Maintenance of quality and availability	4	
More recreation programs	4	
More information on programs	4	
Other	19	43
Public Transportation:		
More accessibility	17	
Extended service	12	
Reduced fares for seniors	4	
Other	2	35

Economics:		
Concerns about income, inflation or costs	12	
Less taxes	10	
Stop developers and speculators	5	27
Safety Concerns:		
Safer streets	8	
Other	9	17
Home support:		
For caregivers and individuals	12	12

1/90/250

Homeless

Report to be included in Part II of the Compendium.